

## U.S. Department of Transportation - National Highway Traffic Safety Administration

Fiscal Year	2019
NHTSA Grant Application	CALIFORNIA - Highway Safety Plan - FY 2019
State Office	California Office of Traffic Safety
Application Status	Submitted

## Highway Safety Plan

### 1 Summary information

#### APPLICATION INFORMATION

Highway Safety Plan Name:	CALIFORNIA - Highway Safety Plan - FY 2019
Application Version:	3.1

**INCENTIVE GRANTS - The State is eligible to apply for the following grants. Check the grant(s) for which the State is applying.**

S. 405(b) Occupant Protection:	Yes
S. 405(c) State Traffic Safety Information System Improvements:	Yes
S. 405(d) Impaired Driving Countermeasures:	Yes
S. 405(d) Alcohol-Ignition Interlock Law:	No
S. 405(d) 24-7 Sobriety Programs:	No
S. 405(e) Distracted Driving:	Yes
S. 405(f) Motorcyclist Safety Grants:	Yes
S. 405(g) State Graduated Driver Licensing Incentive:	No
S. 405(h) Nonmotorized Safety:	Yes
S. 1906 Racial Profiling Data Collection:	No

#### STATUS INFORMATION

Submitted By:	David Doucette
Submission On:	6/28/2018 8:42 PM

Submission Deadline (EDT):	7/9/2018 11:59 PM
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## 2 Highway safety planning process

**Enter description of the data sources and processes used by the State to identify its highway safety problems, describe its highway safety performance measures, establish its performance targets, and develop and select evidence-based countermeasure strategies and projects to address its problems and achieve its performance targets.**

### HIGHWAY SAFETY PLANNING PROCESS

The Highway Safety Plan (HSP) serves as California's application for federal funds available to states. It describes California's highway safety problems, identifies countermeasures, provides qualitative and quantitative measurements to determine goal and objective attainments, and gives descriptions of all proposed new grants. The HSP presentation, contents, and format are designed to meet requirements of California Vehicle Code 2900 and the 23 Code of Federal Regulations (CFR) Part 1300.11 as a result of the 2015 signing of the "Fixing America's Surface Transportation (FAST) Act."

Annual Funding Cycle (Federal Fiscal Year)

October - December	<ul style="list-style-type: none"> <li>Analyze Final Quarterly Reports</li> <li>Review Final Quarterly Claims</li> <li>Begin Annual Report</li> <li>Work with Statistical Experts for Data Analysis</li> <li>Post Request for Applications</li> <li>Host Grant Writing Workshops</li> <li>Coordinate Data and Problem Identification with SHSP</li> </ul>
December	<ul style="list-style-type: none"> <li>Submit Annual Report to CalSTA</li> <li>Closeout Fiscal Year</li> <li>Submit Annual Report to NHTSA</li> </ul>
January	<ul style="list-style-type: none"> <li>Submit Annual Report to California Legislature</li> <li>Applications Due to OTS</li> </ul>

February - April	<ul style="list-style-type: none"> <li>• Determine Revenue and Establish Draft Budget</li> <li>• Select Targets for Three Common Core Performance Measures</li> <li>• Begin Development of HSP</li> <li>• Evaluate and Prioritize Applications</li> <li>• Conduct Subrecipient Risk Assessments</li> </ul>
April	<ul style="list-style-type: none"> <li>• Finalize Funding Decisions</li> </ul>
May	<ul style="list-style-type: none"> <li>• Submit HSP to CalSTA</li> <li>• Notify Subrecipient Agencies of Tentative Grant Awards</li> <li>• Begin Developing Grant Agreements</li> </ul>
June	<ul style="list-style-type: none"> <li>• Submit HSP to NHTSA</li> <li>• Conduct Pre-Funding Assessments</li> </ul>
July	<ul style="list-style-type: none"> <li>• Develop Draft Grant Agreements</li> </ul>
August	<ul style="list-style-type: none"> <li>• Print, Distribute, and Post the Approved HSP</li> </ul>
September	<ul style="list-style-type: none"> <li>• Federal Fiscal Year Ends</li> </ul>
October	<ul style="list-style-type: none"> <li>• Federal Fiscal Year Begins</li> <li>• Execute New Grants</li> </ul>

### Data Sources

The National Highway Traffic Safety Administration (NHTSA) defines a highway safety collision problem as “an identifiable subgroup of drivers, pedestrians, vehicles, or roadways that is statistically higher in collision experience compared to normal expectations.” The fact that a subgroup is over-represented in collisions may suggest there is some characteristic of the subgroup that contributes to the collisions.

Problem identification involves the study of relationships between collisions and the characteristics of population, licensed drivers, registered vehicles, and vehicle miles. Drivers can be classified into subgroups according to age, sex, etc. Vehicles can be divided into subgroups according to year, make, body style, etc. Roads can be divided into subgroups according to number of lanes, type of surface, political subdivision, etc. Collisions can be further analyzed in terms of the time, day, and month; age and sex of drivers; primary collision factor (PCF); and safety equipment usage.

Other factors also influence motor vehicle collisions and should be considered in conducting comparative analyses between jurisdictions. For example, variations in composition of population, modes of transportation and highway system, economic conditions, climate, and effective strength of law enforcement agencies can be influential. The selection of collision comparisons requires the exercise of judgment.

Isolating and identifying a contributing factor is a great advantage in the planning and selection of countermeasures. If contributing characteristics can be identified and corrected, the collision experience of the subgroup can be improved, resulting in a reduction of traffic collision fatalities, injuries, and economic impacts.

The OTS uses data sources to identify emerging problem areas as well as to verify the problems identified by the agencies that have submitted proposals for funding consideration. This data is used in the development of our Evidenced-Based Enforcement Plan. Traffic safety data and information are available from the following sources:

**OTS Collision Rankings** - The OTS rankings were developed so that individual cities can compare their city's traffic safety statistics to those of other cities with similar-sized populations. In recent years, media, researchers, and the public have taken an interest in the OTS rankings via the OTS website. A variety of items are compared, including collisions and/or victims involving alcohol and several other PCFs, pedestrians, bicycles, motorcycles, as well as driving under the influence (DUI) arrests, age variables, population, and vehicle miles traveled factors. Cities can use these comparisons to see what areas they may have problems with and where they are doing well. The results help cities and the OTS identify emerging or ongoing traffic safety problem areas which can be targeted for more in-depth analysis. The OTS staff solicits applications from agencies that have significant problems, but who have not submitted applications to address them. City rankings are for incorporated cities only. County rankings include all roads – state, county, and local – and all jurisdictions – California Highway Patrol (CHP), Sheriff, Police, and special districts. Additional data elements can be added to the database as needed. The OTS staff use the database as an additional tool for problem identification. Staff knowledge, experience, and judgment continue to be important considerations in identifying problems and selecting jurisdictions for funding.

**Fatality Analysis Reporting System (FARS)** – This system contains census data of fatal traffic crashes within the 50 states, the District of Columbia, and Puerto Rico. To be included in FARS, a crash must involve a motor vehicle traveling on a highway or roadway customarily open to the public and result in the death of a person (occupant of a vehicle or a non-occupant) within 30 days of the crash. FARS, operational since 1975, collects information on over 100 different coded data elements that characterize the crash, the vehicle, and the people involved.

**State Traffic Safety Information (STSI)** - This website provides traffic safety performance (core outcome) measures for all 50 states by using FARS data. These performance measures were developed by NHTSA and the Governors Highway Safety Association (GHSA). The website includes charts, graphs, and color coded maps that show trends, county information, and a comparison to national statistics.

**National Center for Statistics and Analysis (NCSA)** – NCSA is an office of the National Highway Traffic Safety Administration, responsible for providing a wide range of analytical and statistical support to NHTSA and the highway safety

community at large.

**The Statewide Integrated Traffic Records System (SWITRS)** - This system provides statewide collision-related data on all types of roadways, except private roads. The CHP receives collision reports (Form 555) from local police agencies, in addition to collision reports from all their own area offices and maintains the statewide database.

**The Department of Motor Vehicles Driving Under the Influence Management Information System Report (DUI MIS Report)** - This report establishes and maintains a data monitoring system to evaluate the efficacy of intervention programs for persons convicted of DUI in order to provide accurate and up-to-date comprehensive statistics to enhance the ability to make informed and timely policy decisions. The report combines and cross references DUI data from the CHP, the Department of Justice (DOJ), and the Department of Motor Vehicles (DMV), and presents them in a single reference. It also evaluates the effectiveness of court and administrative sanctions on convicted DUI offenders.

**The Transportation System Network (TSN)** combined with the **Traffic Accident Surveillance and Analysis System (TASAS)** - These systems provide data pertaining to state and interstate highways and include detailed data on the location of collisions and roadway descriptions. The California Department of Transportation (Caltrans) maintains this database.

**The Automated Management Information System (AMIS)** - This DMV system contains records on all registered motor vehicles and all licensed drivers within the state.

**The DUI Arrest and Conviction File** - The DOJ maintains a record of all DUI arrests made within the state, including the final disposition of each case.

**Driver's License Conviction Report** - The DMV produces a report that reflects the volume of vehicle code section violations that include a conviction.

**Census Data** - The State Department of Finance (DOF) provides population estimates.

### **Program/Grant Development**

The OTS grant program stresses a community-based approach giving communities the flexibility to structure highway safety programs in a manner that both meets their needs and is consistent with the statewide goals of the OTS. Virtually all strata of society will be reached including various ethnic groups, infants, children, teens, young adults and the elderly.

The OTS grants address federally-designated traffic safety priority program areas that include alcohol-impaired driving, distracted driving, drug-impaired driving, emergency medical services, motorcycle safety, occupant protection, pedestrian and bicycle safety, police traffic services, and traffic records. These grants include strategies recommended by NHTSA's "*Countermeasures That Work: A Highway Safety Countermeasure Guide for State Highway Safety Offices*" as well as statewide best practices and are measured against aggressive yet attainable goals. For example, highly visible, extensively publicized, and regularly conducted DUI checkpoints are one of the most proven countermeasures for impaired driving, as are DUI saturation patrols, integrated enforcement, intensive supervision programs, education, and outreach.

### **Identify the participants in the processes (e.g., highway safety committees, program stakeholders, community and constituent groups).**

## Participants in the Process

The OTS involves many participants in the process of developing grants and addressing traffic safety problems to help California achieve its traffic safety goals. The OTS collaborates with the California State Transportation Agency (CalSTA) and partners with agencies such as the CHP, the DMV, Caltrans, and Alcoholic Beverage Control (ABC), as well as local law enforcement agencies, public health departments, public works departments, universities, community-based-organizations, and traffic safety advocates in the development of the HSP. The OTS also partners with the Active Transportation Program and Highway Safety Improvement Program (HSIP) to increase collaborative efforts and focus grant funding opportunities. These partnerships add tremendous value to our statewide traffic safety program as we work towards similar missions and visions.

### **Enter description and analysis of the State's overall highway safety problems as identified through an analysis of data, including but not limited to fatality, injury, enforcement, and judicial data, to be used as a basis for setting performance targets, selecting countermeasure strategies, and developing projects.**

Through the problem identification process, the OTS recognizes a need for increased funding in several areas. The OTS looked at both expanding current successful programs and conducting targeted outreach to new partners. As a result, some current programs received additional funding and new partnerships were established. The new agencies receiving the OTS funding include: seven fire agencies, two public works agencies, three public health agencies, three transportation authorities, one education department, one county agency, and thirteen new cities.

### **Driving Under the Influence (DUI) and Driving Under the Influence of Drugs (DUID)**

The OTS is committed to allocating priority funding to agencies that increase safe educational efforts, providing integrated traffic enforcement with a priority on Driving Under the Influence (DUI) and Driving Under the Influence of Drugs (DUID), and encouraging partnerships with all stakeholders including community-based-organizations to carry out our traffic safety messages.

The OTS is collaborating with the Orange County District Attorney's office to establish the California Traffic Safety Resource Prosecutor Training Network to address impaired driving issues. This partnership provides a statewide training network model that will utilize attorneys with recent courtroom experience to offer significant and timely live trainings, roundtable discussions, training videos, and distribution of pertinent legal updates. The program will also offer two tuition free, three-day, Traffic Safety

Colleges for prosecutors and law enforcement personnel. In addition, continued funding is committed to vertical prosecution grants for District Attorneys' offices. The goal is to connect prosecutors, toxicologists, and law enforcement partners and provide them education and resources to successfully prosecute impaired drivers.

### **Pedestrian and Bicycle Safety**

To address pedestrian and bicycle safety issues, city and county grants were selected based on strong problem identification, measurable outreach and education, as well as collaboration with existing partnerships. Thirteen county agencies and seventeen cities within these counties where the highest number of pedestrian and bicycle related collisions occurred are being funded to increase educational efforts including presentations at schools, engagement at the community level, and a focus on areas associated with the aging adult population. On a statewide basis, the California Highway Patrol (CHP) will play a major role in reaching all populations, including underserved areas, to promote and enforce safe pedestrian, bicyclist, and motorist behavior. Finally, the UC Berkeley Safe Transportation Research and Education Center (SafeTREC) will continue to assist the seven pedestrian focus cities (Los Angeles, San Diego, San Francisco, Santa Ana, Fresno, Bakersfield, and San Jose) as well as all subrecipients by conducting workshops, providing technical assistance, and encouraging best practices.

To enhance traffic safety for all roadway users, the OTS is actively leveraging partnerships to combine resources and coordinate efforts. More specifically, the OTS is partnering with Vision Zero efforts in Sacramento to provide a broad spectrum of projects to benefit people who choose alternative means of transportation. In addition, the OTS is a member of the Health in All Policies Task Force with the goal of improving the health of all people by incorporating health, equity, and sustainability considerations into decision-making across sectors and policy areas. This also includes increasing the number of bicycle and walking trips. The OTS will support both efforts by providing educational opportunities and enforcement efforts to support the safety all roadway users.

### **Police Traffic Services**

Selective Traffic Enforcement Program (STEP) grants include an increased focus on educational presentations on impaired driving, teen driving, distracted driving, and bicycle and pedestrian safety. These educational interactions with law enforcement should not only increase safety but provide an opportunity for additional positive interactions between law enforcement and the public.

### **Teen Education**

With the recognition that motor vehicle crashes are still the leading cause of deaths for teen, the OTS continues to focus on teen drivers. The OTS convened a second Teen Driver Safety Roundtable in October 2017 to discuss strategies to reduce teen collisions. The OTS wants to ensure that limited grant funding is allocated to under-served and high collision areas in the state. To accomplish this, the OTS has included objectives in selected educational grants to utilize a teen traffic safety heat-map that will strategically aid in the planning of grant activities related to teen education.

## **Enter discussion of the methods for project selection (e.g., constituent outreach, public meetings, solicitation of proposals).**

### Outreach

Since 2013, the OTS has continued to conduct quarterly law enforcement roundtable meetings statewide. Included in these meetings is representation from local District Attorneys' offices, crime lab staff, local law enforcement, the CHP, the DMV, and the OTS. These meetings were developed for the purpose of identifying challenges and strategies related to DUI and driving under the influence of drugs (DUID) enforcement, prosecution, and training. The valuable input received from these critical stakeholders assists the OTS in funding future countermeasures and strategies.

In March 2018, the OTS hosted a fourth DUID Roundtable with several key representatives from law enforcement, crime labs, District Attorney's offices, education and outreach organizations, the International Association of Chiefs of Police, and NHTSA Region 9. Discussions included: the impact of recreational cannabis on DUID, data collection, Drug Recognition Evaluators, crime labs, the Traffic Safety Resource Prosecutor program, and DUID messaging. The conversations were again robust, and participants were able to gather a better understanding of the challenges of DUID from each prospective. It was agreed that these meetings were important to all parties as a tool to share information and discuss new ideas for decreasing DUID on California's roadways.

In October 2017, the OTS hosted a second all-day Teen Traffic Safety Roundtable. This group was comprised of Teen Traffic Safety subrecipients as well as experts in education from state and national organizations. Discussions included proven and innovative strategies to prevent teen collisions and ensuring that grant funding was addressing underserved and high collision areas. Work groups were established to develop a "Teen Best Practice Guide". It was agreed that this group should meet on an annual basis.

In December 2017, the OTS conducted Grant Funding Workshops. Traffic safety partners were invited and encouraged to submit innovative and community-wide educational funding applications in the areas of police traffic services, alcohol-impaired driving, drug-impaired driving, distracted driving, occupant protection, pedestrian and bicycle safety, and motorcycle safety, all with the goal of reducing fatalities and injuries and promoting safer transportation options for all roadway users.

Lastly, the OTS partners with the University of California Berkeley, Safe Transportation Research and Education Center (SafeTREC) for assistance with program area statistical analysis and the California State Polytechnic University, Pomona for technical guidance with data trend analysis and performance measures. For inclusion in California's Highway Safety Plan, SafeTREC conducted analyses under each program area. Analyses use FARS data from NHTSA File Transfer Protocol (FTP) site and SWITRS data from the California Highway Patrol downloaded in March 2018. Fatality analyses are based on 2012 to 2015 final FARS data and the 2016 FARS Annual Release File (ARF) as of July 2017. Severe injury and some fatality analyses are based on 2012 to 2014 SWITRS data and provisional 2015 and 2016 SWITRS data. Population data is from the California Department of Finance, 2017.

### Selection Process

The OTS screens applications against both quantitative and qualitative criteria. The applications are rated against several criteria including potential traffic safety impact, collision statistics and rankings, seriousness of identified problems, pre-award risk assessment, and performance on previous grants.

Applications from state and local agencies are carefully evaluated and selected for maximum statewide impact. The OTS identifies applicant agencies with the greatest need and likelihood for success. The OTS application review process ensures that funded grants meet statewide performance goals as outlined in the annual HSP. By the deadline of January



30, 2018, the OTS received 370 grant applications for Federal Fiscal Year (FFY) 2019 funding, all submitted into the OTS's new Grant Electronic Management System (GEMS).

The OTS developed and implemented a pre-award risk assessment process which evaluated each applicant agency. The management evaluation included summaries of funding recommendations, past spending and reporting history, performance concerns, proposed strategies, reasonableness, innovation, partnerships, data-driven problem identification, and potential measurable outcomes.

The OTS Program Coordinators monitor subrecipient performance throughout the year through on-site assessments, on-site pre-operational reviews, quarterly performance reports, grant performance reviews, risk assessments, e-mail correspondence regarding grant revisions and general operational questions, telephone conversations, and meetings to discuss programmatic and fiscal issues.

The OTS is organized by program areas statewide. There are nine program areas with eleven Program Coordinators and one Program Manager assigned to 291 awarded grants. The program area assignments provide the OTS Program Coordinators the ability to review and analyze application submittals from agencies with similar traffic safety problems, at the statewide level. The statewide review process helps build synergy within the program areas and is resulting in more comprehensive local grant programs. Evaluations for funding are consistent in program areas for long standing traffic safety partners and those agencies who may not have received a recent or a prior OTS grant. Another advantage of program area assignments is that local governmental agencies are working with Program Coordinators who are monitoring activities and education in specific program areas. Additionally, the OTS program area grant assignments allow the Program Coordinators to develop expertise in specific program areas. Because the coordinators are familiar with their program areas, in some cases they have helped to develop regional and statewide grants whereby one agency is the host and becomes the conduit for funding for several other agencies. This streamlines the process for all the local agencies as well as for the OTS program and fiscal staff. By the end of July 2018, the OTS Program Coordinators will have conducted a pre-funding assessment of each subrecipient new to the OTS process. At this meeting, the final negotiations of the agreement terms are conducted, deciding on the level of subrecipient effort required to meet the goals and objectives, and level of funding.

### **Enter list of information and data sources consulted.**

- FARS
- SWITRS
- DMV DUI-MIS Report
- OTS Rankings
- Local Data
- Past Performance
- Risk Assessments

### **Enter description of the outcomes from the coordination of the Highway Safety Plan (HSP), data collection, and information systems with the State Strategic Highway Safety Plan (SHSP).**

#### **Strategic Highway Safety Plan (SHSP)**

The OTS Director is an active member of the SHSP Executive Leadership Committee, which meets twice a year to provide guidance to the SHSP process, and to ensure safety stakeholders throughout California understand this is an important process for

making the state's roadways safer for all users. Active participation in the development of the SHSP allows for integration and coordination of key strategies for improving collaborative efforts in addressing highway safety countermeasures. This coordination also ensures that the performance measures common to the HSP, SHSP, and HSIP, fatalities, fatality rate, and serious injuries, are defined identically in all three plans.

SHSP Executive Leadership also approves the overall plan and the strategies and actions from 15 identified Challenge Area Teams that form the backbone of all SHSP related activity. The OTS is also represented on the SHSP Steering Committee, which meets monthly to provide day-to-day oversight of the plan and assist the Challenge Area Teams.

Several OTS staff members act in a co-lead capacity or as action leaders on the following behavioral Challenge Areas:

- Aging Road Users
- Alcohol and Drug-Impaired Driving
- Bicycling
- Distracted Driving
- Driver Licensing and Competency
- Motorcycles
- Occupant Protection
- Pedestrians
- Speeding and Aggressive Driving
- Young Drivers

The Challenge Area co-leads facilitate and lead discussions as well as develop recommended action items that are brought to the SHSP Steering Committee and Executive Leadership for approval. Action leads ensure the various programs and activities in the plan are implemented effectively and efficiently. The OTS provides funding for several projects and programs in the plan. In addition to behavioral Challenge Areas, the OTS members provide expertise to the Data Technical Advisory Team, which is overseeing the tracking, monitoring, and evaluation of the plan. The plan involves safety expertise from a variety of disciplines including licensing, state and local law enforcement, transportation planning, emergency medical services, engineering, health education, advocacy, and other areas from public and private agencies and organizations. The 2015-2019 SHSP was finalized in September 2015. A companion business plan was completed in February 2016.

Additional information and details may be found on the following SHSP related links:

- SHSP Website: <http://www.dot.ca.gov/trafficops/shsp/>
- SHSP Implementation Plan: <http://www.dot.ca.gov/trafficops/shsp/docs/SHSP16-IMPLEMENTATION.pdf>
- SHSP Update: [http://www.dot.ca.gov/trafficops/shsp/docs/SHSP15\\_Update.pdf](http://www.dot.ca.gov/trafficops/shsp/docs/SHSP15_Update.pdf)
- SHSP FAQ's: [http://www.dot.ca.gov/trafficops/shsp/docs/shsp\\_fact\\_sheet.pdf](http://www.dot.ca.gov/trafficops/shsp/docs/shsp_fact_sheet.pdf)

As outlined in National Highway Traffic Safety Administration's (NHTSA's) "*Traffic Safety Performance Measures for States and Federal Agencies*," the OTS uses the templates, tools, and standardized language developed by NHTSA and the Governors Highway Safety Association (GHSA) for all core performance measures.

The OTS had several meetings with Caltrans staff to select the targets for the three common core performance measures. Regulations require the state to use the five-year rolling average as the basis for setting targets. In addition to using the five-year rolling average, in the charts on the following pages, we have provided additional charts that display the actual number of Traffic Fatalities (C1), Serious Injuries (C2), and Traffic Fatalities/Vehicle Miles Traveled (VMT) (C3) to accurately show that each of

these targets for 2019 represent a reduction from the estimated numbers for 2018. Each of the additional targets were selected with the intent of improving upon the established baselines (decreasing fatalities, injuries, etc.), even though some of the trend lines projected future increases. One of the trend lines that projects a future decrease is for the statewide seat belt use rate. In this case a target was selected to show an increase (rather than a decrease as in other performance measures).

### 3 Performance report

**Open each performance measure listed below or click Add New to create additional non-core performance measures to provide a program-area-level report on the State's progress towards meeting State performance targets from the previous fiscal year's HSP.**

Performance Measure Name	Progress
C-1) Number of traffic fatalities (FARS)	In Progress
C-2) Number of serious injuries in traffic crashes (State crash data files)	In Progress
C-3) Fatalities/VMT (FARS, FHWA)	In Progress
C-4) Number of unrestrained passenger vehicle occupant fatalities, all seat positions (FARS)	In Progress
C-5) Number of fatalities in crashes involving a driver or motorcycle operator with a BAC of .08 and above (FARS)	In Progress
C-6) Number of speeding-related fatalities (FARS)	In Progress
C-7) Number of motorcyclist fatalities (FARS)	In Progress
C-8) Number of unhelmeted motorcyclist fatalities (FARS)	In Progress
C-9) Number of drivers age 20 or younger involved in fatal crashes (FARS)	In Progress
C-10) Number of pedestrian fatalities (FARS)	In Progress
C-11) Number of bicyclists fatalities (FARS)	In Progress
B-1) Observed seat belt use for passenger vehicles, front seat outboard occupants (survey)	In Progress
Drug-Impaired Driving (FARS)	In Progress

Distracted Driving Survey

In  
Progress**C-1) Number of traffic fatalities (FARS)**

Progress: In Progress

Enter a program-area-level report on the State's progress towards meeting State performance targets from the previous fiscal year's HSP.

Core Performances Measures		2016				
		AR Base Year (5-Year Moving Average)	Target Total	Improvement Goal	Actual Total	Actual Attainment
C-1	Traffic Fatalities (FARS)	3,237	2,731	Reduce 6.4%	3,623	Increased 11.9%

Traffic Fatalities for 2016 increased 11.9 percent over the 5-year moving average.

Fatality numbers in 2016 increased for almost all core performance measures. California recognizes it is not immune from the national trend of recent increases in fatal and injury crashes. In order to resist and reverse this disturbing trend, the 2019 HSP focuses on proven strategies, evidence-based countermeasures, as well as new education and enforcement approaches that will provide the greatest impact to the increased traffic fatality challenges that California faces.

**C-2) Number of serious injuries in traffic crashes (State crash data files)**

Progress: In Progress

Enter a program-area-level report on the State's progress towards meeting State performance targets from the previous fiscal year's HSP.

Core Performances Measures		2016				
		AR Base Year (5-Year Moving Average)	Target Total	Improvement Goal	Actual Total	Actual Attainment
C-2	Serious Traffic Injuries (SWITRS)	11,527	10,089	Reduce 4.7%	13,171	Increased 14.3%

Serious Traffic Injuries for 2016 increased 14.3 percent over the 5-year moving average.

Fatality numbers in 2016 increased for almost all core performance measures. California recognizes it is not immune from the national trend of recent increases in fatal and injury crashes. In order to resist and reverse this disturbing trend, the 2019 HSP focuses on proven strategies, evidence-based countermeasures, as well as new education and enforcement approaches that will provide the greatest impact to the increased traffic fatality challenges that California faces.

### C-3) Fatalities/VMT (FARS, FHWA)

Progress: In Progress

**Enter a program-area-level report on the State's progress towards meeting State performance targets from the previous fiscal year's HSP.**

Core Performances Measures		2016				
		AR Base Year (5-Year Moving Average)	Target Total	Improvement Goal	Actual Total	Actual Attainment
C-3	Fatalities/VMT (FARS/FHWA)	0.97	0.87	Reduce 0.03 Percentage Points	1.06	Increased 1.06 Percentage Points

Fatalities/VMT (FARS/FHWA) for 2016 increased 1.06 percentage points over the 5-year moving average.

Fatality numbers in 2016 increased for almost all core performance measures. California recognizes it is not immune from the national trend of recent increases in fatal and injury crashes. In order to resist and reverse this disturbing trend, the 2019 HSP focuses on proven strategies, evidence-based countermeasures, as well as new education and enforcement approaches that will provide the greatest impact to the increased traffic fatality challenges that California faces.

### C-4) Number of unrestrained passenger vehicle occupant fatalities, all seat positions (FARS)

Progress: In Progress

**Enter a program-area-level report on the State's progress towards meeting State performance targets from the previous fiscal year's HSP.**

Core Performances Measures		2016				
		AR Base Year (5-Year Moving Average)	Target Total	Improvement Goal	Actual Total	Actual Attainment
C-4	Unrestrained Passenger Vehicle Occupant Fatalities in all Seating Positions (FARS)	529	476	Reduce 10.0%	586	Increased 10.8%

Unrestrained Passenger Vehicle Occupant Fatalities in all Seating Positions (FARS) for 2016 increased 10.8 percent over the 5-year moving average.

Fatality numbers in 2016 increased for almost all core performance measures. California recognizes it is not immune from the national trend of recent increases in fatal and injury crashes. In order to resist and reverse this disturbing trend, the 2019 HSP focuses on proven strategies, evidence-based countermeasures, as well as new education and enforcement approaches that will provide the greatest impact to the increased traffic fatality challenges that California faces.

#### **C-5) Number of fatalities in crashes involving a driver or motorcycle operator with a BAC of .08 and above (FARS)**

Progress: In Progress

**Enter a program-area-level report on the State's progress towards meeting State performance targets from the previous fiscal year's HSP.**

Core Performances Measures		2016				
		AR Base Year (5-Year Moving Average)	Target Total	Improvement Goal	Actual Total	Actual Attainment
C-5	Alcohol-Impaired Driving Fatalities (FARS)	911	788	Reduce 5.6%	1,059	Increased 16.2%

Alcohol-Impaired Driving Fatalities (FARS) for 2016 increased 16.2 percent over the 5-year moving average.

Fatality numbers in 2016 increased for almost all core performance measures. California recognizes it is not immune from the national trend of recent increases in fatal and injury crashes. In order to resist and reverse this disturbing trend, the 2019 HSP focuses on proven strategies, evidence-based countermeasures, as well as new education and enforcement approaches that will provide the greatest impact to the increased traffic fatality challenges that California faces.

**C-6) Number of speeding-related fatalities (FARS)**

Progress: In Progress

**Enter a program-area-level report on the State’s progress towards meeting State performance targets from the previous fiscal year’s HSP.**

Core Performances Measures		2016				
		AR Base Year (5-Year Moving Average)	Target Total	Improvement Goal	Actual Total	Actual Attainment
C-6	Speeding-Related Fatalities (FARS)	1,006	869	Reduce 10.0%	1,056	Increased 5.0%

Speeding-Related Fatalities (FARS) for 2016 increased 5.0 percent over the 5-year moving average.

Fatality numbers in 2016 increased for almost all core performance measures. California recognizes it is not immune from the national trend of recent increases in fatal and injury crashes. In order to resist and reverse this disturbing trend, the 2019 HSP focuses on proven strategies, evidence-based countermeasures, as well as new education and enforcement approaches that will provide the greatest impact to the increased traffic fatality challenges that California faces.

**C-7) Number of motorcyclist fatalities (FARS)**

Progress: In Progress

**Enter a program-area-level report on the State’s progress towards meeting State performance targets from the previous fiscal year’s HSP.**

Core Performances Measures		2016				
		AR Base Year (5-Year Moving Average)	Target	Improvement	Actual	Actual

		Year Moving Average)	Total	Goal	Total	Attainment
C-7	Motorcyclist Fatalities (FARS)	495	412	Maintain	548	Increased 10.7%

Motorcyclist Fatalities (FARS) for 2016 increased 10.7 percent over the 5-year moving average.

Fatality numbers in 2016 increased for almost all core performance measures. California recognizes it is not immune from the national trend of recent increases in fatal and injury crashes. In order to resist and reverse this disturbing trend, the 2019 HSP focuses on proven strategies, evidence-based countermeasures, as well as new education and enforcement approaches that will provide the greatest impact to the increased traffic fatality challenges that California faces.

### C-8) Number of unhelmeted motorcyclist fatalities (FARS)

Progress: In Progress

**Enter a program-area-level report on the State's progress towards meeting State performance targets from the previous fiscal year's HSP.**

		2016				
Core Performances Measures		AR Base Year (5- Year Moving Average)	Target Total	Improvement Goal	Actual Total	Actual Attainment
C-8	Unhelmeted Motorcyclist Fatalities (FARS)	28	32	Reduce 3.0%	25	Decreased 10.7%

Unhelmeted Motorcyclist Fatalities (FARS) for 2016 decreased 10.7 percent over the 5-year moving average.

Fatality numbers in 2016 increased for almost all core performance measures. California recognizes it is not immune from the national trend of recent increases in fatal and injury crashes. In order to resist and reverse this disturbing trend, the 2019 HSP focuses on proven strategies, evidence-based countermeasures, as well as new education and enforcement approaches that will provide the greatest impact to the increased traffic fatality challenges that California faces.



**C-9) Number of drivers age 20 or younger involved in fatal crashes (FARS)**

Progress: In Progress

**Enter a program-area-level report on the State's progress towards meeting State performance targets from the previous fiscal year's HSP.**

Core Performances Measures	2016				
	AR Base Year (5-Year Moving Average)	Target Total	Improvement Goal	Actual Total	Actual Attainment
C-9 Drivers Age 20 or Younger Involved in Fatal Crashes (FARS)	382	320	Reduce 10.0%	433	Increased 13.4%

Drivers Age 20 or Younger Involved in Fatal Crashes (FARS) for 2016 increased 13.4 percent over the 5-year moving average.

Fatality numbers in 2016 increased for almost all core performance measures. California recognizes it is not immune from the national trend of recent increases in fatal and injury crashes. In order to resist and reverse this disturbing trend, the 2019 HSP focuses on proven strategies, evidence-based countermeasures, as well as new education and enforcement approaches that will provide the greatest impact to the increased traffic fatality challenges that California faces.

**C-10) Number of pedestrian fatalities (FARS)**

Progress: In Progress

**Enter a program-area-level report on the State's progress towards meeting State performance targets from the previous fiscal year's HSP.**

Core Performances Measures	2016				
	AR Base Year (5-Year Moving Average)	Target Total	Improvement Goal	Actual Total	Actual Attainment

C-10	Pedestrian Fatalities (FARS)	756	631	Maintain	867	Increased 14.7%
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Pedestrian Fatalities (FARS) for 2016 increased 14.7 percent over the 5-year moving average.

Fatality numbers in 2016 increased for almost all core performance measures. California recognizes it is not immune from the national trend of recent increases in fatal and injury crashes. In order to resist and reverse this disturbing trend, the 2019 HSP focuses on proven strategies, evidence-based countermeasures, as well as new education and enforcement approaches that will provide the greatest impact to the increased traffic fatality challenges that California faces.

### C-11) Number of bicyclists fatalities (FARS)

Progress: In Progress

**Enter a program-area-level report on the State's progress towards meeting State performance targets from the previous fiscal year's HSP.**

Core Performances Measures		2016				
		AR Base Year (5-Year Moving Average)	Target Total	Improvement Goal	Actual Total	Actual Attainment
C-11	Bicyclist Fatalities (FARS)	138	117	Maintain	147	Increased 6.5%

Bicyclist Fatalities (FARS) for 2016 increased 6.5 percent over the 5-year moving average.

Fatality numbers in 2016 increased for almost all core performance measures. California recognizes it is not immune from the national trend of recent increases in fatal and injury crashes. In order to resist and reverse this disturbing trend, the 2019 HSP focuses on proven strategies, evidence-based countermeasures, as well as new education and enforcement approaches that will provide the greatest impact to the increased traffic fatality challenges that California faces.

### B-1) Observed seat belt use for passenger vehicles, front seat outboard occupants (survey)

Progress: In Progress

**Enter a program-area-level report on the State's progress towards meeting State performance targets from the previous fiscal year's HSP.**

Core Performances Measures		2016				
		AR Base Year	Target Total	Improvement Goal	Actual Total	Actual Attainment
B-1	Statewide Observed Seat Belt Use of Front Seat Outboard Occupants in Passenger Vehicles	96.5%	97.5%	Increase 1.0 Percentage Point	96.2%	Decreased 0.3 Percentage Points

Statewide Observed Seat Belt Use of Front Seat Outboard Occupants in Passenger Vehicles for 2017 decreased 0.3 percentage points over the base line.

Fatality numbers in 2016 increased for almost all core performance measures. California recognizes it is not immune from the national trend of recent increases in fatal and injury crashes. In order to resist and reverse this disturbing trend, the 2019 HSP focuses on proven strategies, evidence-based countermeasures, as well as new education and enforcement approaches that will provide the greatest impact to the increased traffic fatality challenges that California faces.

### Drug-Impaired Driving (FARS)

Progress: In Progress

**Enter a program-area-level report on the State's progress towards meeting State performance targets from the previous fiscal year's HSP.**

Core Performances Measures		2016				
		AR Base Year (5-Year Moving Average)	Target Total	Improvement Goal	Actual Total	Actual Attainment
	Drug-Impaired Driving (FARS)	29.0%	30.5%	Decrease 0.7 Percentage Points	15.0%	Decreased 14.0 Percentage Points

Drivers killed in crashes that tested positive for drug involvement (FARS) for 2016 decreased 14.0 percentage points over the 5-year moving average.

Fatality numbers in 2016 increased for almost all core performance measures. California recognizes it is not immune from the national trend of recent increases in fatal and injury crashes. In order to resist and reverse this disturbing trend, the 2019 HSP focuses on proven strategies, evidence-based countermeasures, as well as new education and enforcement approaches that will provide the greatest impact to the increased traffic fatality challenges that California faces.

## Distracted Driving Survey

Progress: In Progress

**Enter a program-area-level report on the State's progress towards meeting State performance targets from the previous fiscal year's HSP.**

Core Performances Measures	2016					
	AR Base Year	Target Total	Improvement Goal	Actual Total	Actual	Attainment
Distracted Driving (Survey)	12.8%	10.8%	Reduce by 2.0 percentage points	6.8%	Decreased 6.0 Percentage Points	

Drivers observed using a handheld cellphone or texting for 2017 decreased 6.0 percentage points over the base line.

Fatality numbers in 2016 increased for almost all core performance measures. California recognizes it is not immune from the national trend of recent increases in fatal and injury crashes. In order to resist and reverse this disturbing trend, the 2019 HSP focuses on proven strategies, evidence-based countermeasures, as well as new education and enforcement approaches that will provide the greatest impact to the increased traffic fatality challenges that California faces.

## 4 Performance plan

**Open each performance measure listed below or click Add New to create additional non-core performance measures to provide a list of quantifiable and measurable highway safety performance targets that are data-driven, consistent with the Uniform Guidelines for Highway Safety Programs and based on highway safety problems identified by the State during the planning process.**

Performance Measure Name	Target Period(Performance Target)	Target Start Year (Performance Target)	Target End Year (Performance Target)	Target Value(Performance Target)
C-1) Number of traffic fatalities (FARS)	5 Year	2015	2019	3,445.4
C-2) Number of serious injuries in traffic crashes (State crash data files)	5 Year	2015	2019	12,688.1
C-3) Fatalities/VMT (FARS, FHWA)	5 Year	2015	2019	0.995
C-4) Number of unrestrained passenger vehicle occupant fatalities, all seat positions (FARS)	5 Year	2015	2019	503.0
C-5) Number of fatalities in crashes involving a driver or motorcycle operator with a BAC of .08 and above (FARS)	5 Year	2015	2019	865.0
C-6) Number of speeding-related fatalities (FARS)	5 Year	2015	2019	986.0
C-7) Number of motorcyclist fatalities (FARS)	5 Year	2015	2019	485.0
C-8) Number of unhelmeted motorcyclist fatalities (FARS)	5 Year	2015	2019	25.0
C-9) Number of drivers age 20 or younger involved in fatal crashes (FARS)	5 Year	2015	2019	363.0
C-10) Number of pedestrian fatalities (FARS)	5 Year	2015	2019	726.0
C-11) Number of bicyclists fatalities (FARS)	5 Year	2015	2019	131.0
B-1) Observed seat belt use for passenger vehicles, front seat outboard occupants (survey)	Annual	2019	2019	97.5
Drug-Impaired Driving	Annual	2019	2019	40.7
Distracted Driving Survey	Annual	2019	2019	6.6
Traffic Records	Annual	2019	2019	3.0
Emergency Medical Services	Annual	2019	2019	4.5

### C-1) Number of traffic fatalities (FARS)

Is this a traffic records system performance measure?

No

C-1) Number of traffic fatalities (FARS)-2019
Target Metric Type: Numeric
Target Value: 3,445.4
Target Period: 5 Year
Target Start Year: 2015

**Enter justification for each performance target that explains how the target is data-driven, including a discussion of the factors that influenced the performance target selection.**

#### C-1 Traffic Fatalities (FARS)

**Target:** Based on the 2012-2016 five-year rolling average, the five-year average of traffic fatalities will increase 6.4 percent from an average of 3,237 to 3,445.4 (2015-2019) by December 31, 2019. This increase is slightly above the polynomial trend line. The predicted number of actual traffic fatalities will decrease from 3,405 in 2018 to 3,297 in 2019.

**Justification:** Federal regulations require the use of the five-year rolling average as the basis for establishing the performance target. California foresees that the grants chosen for funding will slow the recent upward trend in traffic fatalities.

This performance measure is identical to one of the three required common performance measures that the OTS and Caltrans are required to agree upon and must be included in the HSP and the HSIP.

#### C-2) Number of serious injuries in traffic crashes (State crash data files)

**Is this a traffic records system performance measure?**

No

C-2) Number of serious injuries in traffic crashes (State crash data files)-2019
Target Metric Type: Numeric
Target Value: 12,688.1
Target Period: 5 Year
Target Start Year: 2015

**Enter justification for each performance target that explains how the target is data-driven, including a discussion of the factors that influenced the performance target selection.**

**Target:** Based on the 2012-2016 five-year rolling average, the five-year average of serious traffic injuries will increase 10.1 percent from an average of 11,527 to 12,688 (2015-2019) by December 31, 2019. This increase is slightly above the polynomial trend line. The predicted number of actual serious traffic injuries will decrease from 12,776 in 2018 to 12,578 in 2019.

**Justification:** Federal regulations require the use of the five-year rolling average as the basis for establishing the performance target. California foresees that the grants chosen for funding will slow the recent upward trend in serious traffic injuries.

This performance measure is identical to one of the three required common performance measures that the OTS and Caltrans are required to agree upon and must be include in the HSP and the HSIP.

### C-3) Fatalities/VMT (FARS, FHWA)

#### Is this a traffic records system performance measure?

No

C-3) Fatalities/VMT (FARS, FHWA)-2019
Target Metric Type: Numeric
Target Value: 0.995
Target Period: 5 Year
Target Start Year: 2015

**Enter justification for each performance target that explains how the target is data-driven, including a discussion of the factors that influenced the performance target selection.**

#### C-3 Fatalities/VMT (FARS/FHWA)

**Target:** Based on the 2012-2016 five-year rolling average, the five-year average of traffic fatalities/VMT will increase 2.5 percent from an average of 0.97 to 0.995 (2015-2019) by December 31, 2019. This increase matches the polynomial trend line. The predicted number of actual traffic fatalities/VMT will decrease from 0.97 in 2018 to 0.93 in 2019.

**Justification:** Federal regulations require the use of the five-year rolling average as the basis for establishing the performance target. California foresees that the grants chosen for funding will slow the recent upward trend in fatalities/VMT.

This performance measure is identical to one of the three required common performance measures that the OTS and Caltrans are required to agree upon and must be included in the HSP and the HSIP.

**C-4) Number of unrestrained passenger vehicle occupant fatalities, all seat positions (FARS)****Is this a traffic records system performance measure?**

No

C-4) Number of unrestrained passenger vehicle occupant fatalities, all seat positions (FARS)-2019
Target Metric Type: Numeric
Target Value: 503.0
Target Period: 5 Year
Target Start Year: 2015

**Enter justification for each performance target that explains how the target is data-driven, including a discussion of the factors that influenced the performance target selection.**

**C-4 Unrestrained Passenger Vehicle Occupant Fatalities, All Seat Positions (FARS)**

**Goal:** Reduce unrestrained passenger vehicle occupant fatalities, all seat positions 5 percent from 529 (2012-2016 five-year rolling average) to 503 by December 31, 2019.

**Justification:** The performance target was selected by using a polynomial trend line based on the 2012-2016 data and an analysis of expected grant performance. With the estimated increases in serious injuries and fatalities in 2017 and 2018, the trend line is justified in indicating a rise in unrestrained passenger vehicle occupant fatalities. California foresees that the grants chosen for funding will result in a decrease in this category.

**C-5) Number of fatalities in crashes involving a driver or motorcycle operator with a BAC of .08 and above (FARS)****Is this a traffic records system performance measure?**

No

C-5) Number of fatalities in crashes involving a driver or motorcycle operator with a BAC of .08 and above (FARS)-2019
Target Metric Type: Numeric
Target Value: 865.0
Target Period: 5 Year
Target Start Year: 2015

**Enter justification for each performance target that explains how the target is data-driven, including a discussion of the factors that influenced the performance target selection.**



**C-5 Alcohol-Impaired Driving Fatalities (FARS)**

**Goal:** Reduce alcohol-impaired driving fatalities 5 percent from 911 (2012-2016 five-year rolling average) to 865 by December 31, 2019.

**Justification:** The performance target was selected by using a polynomial trend line based on the 2012-2016 data and an analysis of expected grant performance. With the estimated increases in serious injuries and fatalities in 2017 and 2018, the trend line is justified in indicating a rise in alcohol-impaired driving fatalities. California foresees that the grants chosen for funding will result in a decrease in this category.

**C-6) Number of speeding-related fatalities (FARS)**

**Is this a traffic records system performance measure?**

No

C-6) Number of speeding-related fatalities (FARS)-2019
Target Metric Type: Numeric
Target Value: 986.0
Target Period: 5 Year
Target Start Year: 2015

**Enter justification for each performance target that explains how the target is data-driven, including a discussion of the factors that influenced the performance target selection.**

**C-6 Speeding-Related Fatalities (FARS)**

**Goal:** Reduce speeding-related fatalities 2 percent from 1,006 (2012-2016 five-year rolling average) to 986 by December 31, 2019.

**Justification:** The performance target was selected by using a polynomial trend line based on the 2012-2016 data and an analysis of expected grant performance. With the estimated increases in serious injuries and fatalities in 2017 and 2018, the trend line is justified in indicating a rise in speeding-related fatalities. California foresees that the grants chosen for funding will result in a decrease in this category.

**C-7) Number of motorcyclist fatalities (FARS)**

**Is this a traffic records system performance measure?**

No

C-7) Number of motorcyclist fatalities (FARS)-2019
Target Metric Type: Numeric
Target Value: 485.0
Target Period: 5 Year
Target Start Year: 2015

**Enter justification for each performance target that explains how the target is data-driven, including a discussion of the factors that influenced the performance target selection.**

**C-7 Motorcyclist Fatalities (FARS)**

**Goal:** Reduce motorcyclist fatalities 2 percent from 495 (2012-2016 five-year rolling average) to 485 by December 31, 2019.

**Justification:** The performance target was selected by using a polynomial trend line based on the 2012-2016 data and an analysis of expected grant performance. With the estimated increases in serious injuries and fatalities in 2017 and 2018, the trend line is justified in indicating a rise in motorcyclist fatalities. California foresees that the grants chosen for funding will result in a decrease in this category.

**C-8) Number of unhelmeted motorcyclist fatalities (FARS)****Is this a traffic records system performance measure?**

No

C-8) Number of unhelmeted motorcyclist fatalities (FARS)-2019
Target Metric Type: Numeric
Target Value: 25.0
Target Period: 5 Year
Target Start Year: 2015

**Enter justification for each performance target that explains how the target is data-driven, including a discussion of the factors that influenced the performance target selection.**

**C-8 Unhelmeted Motorcyclist Fatalities (FARS)**

**Goal:** Reduce unhelmeted motorcyclist fatalities 10 percent from 28 (2012-2016 five-year rolling average) to 25 by December 31, 2019.

**Justification:** The performance target was selected by using a polynomial trend line based on the 2012-2016 data and an analysis of expected grant performance. With the estimated increases in serious injuries and fatalities in 2017 and 2018, the trend line is justified in indicating a rise in unhelmeted motorcyclist fatalities. California foresees that the grants chosen for funding will result in a decrease in this category.

### **C-9) Number of drivers age 20 or younger involved in fatal crashes (FARS)**

**Is this a traffic records system performance measure?**

No

C-9) Number of drivers age 20 or younger involved in fatal crashes (FARS)-2019
Target Metric Type: Numeric
Target Value: 363.0
Target Period: 5 Year
Target Start Year: 2015

**Enter justification for each performance target that explains how the target is data-driven, including a discussion of the factors that influenced the performance target selection.**

### **C-9 Drivers Age 20 or Younger Involved in Fatal Crashes (FARS)**

**Goal:** Reduce drivers age 20 or younger involved in fatal crashes 5 percent from 382 (2012-2016 five-year rolling average) to 363 by December 31, 2019.

**Justification:** The performance target was selected by using a polynomial trend line based on the 2012-2016 data and an analysis of expected grant performance. With the estimated increases in serious injuries and fatalities in 2017 and 2018, the trend line is justified in indicating a rise in drivers age 20 or younger involved in fatal crashes. California foresees that the grants chosen for funding will result in a decrease in this category.

### **C-10) Number of pedestrian fatalities (FARS)**

**Is this a traffic records system performance measure?**

No

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C-10) Number of pedestrian fatalities (FARS)-2019
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Target Metric Type: Numeric
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Target Value: 726.0
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Target Period: 5 Year
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Target Start Year: 2015
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**Enter justification for each performance target that explains how the target is data-driven, including a discussion of the factors that influenced the performance target selection.**

#### C-10 Pedestrian Fatalities (FARS)

**Goal:** Reduce pedestrian fatalities 4 percent from 756 (2012-2016 five-year rolling average) to 726 by December 31, 2019.

**Justification:** The performance target was selected by using a polynomial trend line based on the 2012-2016 data and an analysis of expected grant performance. With the estimated increases in serious injuries and fatalities in 2017 and 2018, the trend line is justified in indicating a rise in pedestrian fatalities. California foresees that the grants chosen for funding will result in a decrease in this category.

#### C-11) Number of bicyclists fatalities (FARS)

**Is this a traffic records system performance measure?**

No

C-11) Number of bicyclists fatalities (FARS)-2019
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Target Metric Type: Numeric
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Target Value: 131.0
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Target Period: 5 Year
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Target Start Year: 2015
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**Enter justification for each performance target that explains how the target is data-driven, including a discussion of the factors that influenced the performance target selection.**

#### C-11 Bicyclist Fatalities (FARS)

**Goal:** Reduce bicyclist fatalities 5 percent from 138 (2012-2016 five-year rolling average) to 131 by December 31, 2019.

**Justification:** The performance target was selected by using a polynomial trend line based on the 2012-2016 data and an analysis of expected grant performance. With the estimated increases in severe injuries and fatalities in 2017 and 2018, the trend line is justified in indicating a rise in bicyclist fatalities. California foresees that the grants chosen for funding will result in a decrease in this category.

### **B-1) Observed seat belt use for passenger vehicles, front seat outboard occupants (survey)**

#### **Is this a traffic records system performance measure?**

No

B-1) Observed seat belt use for passenger vehicles, front seat outboard occupants (survey)-2019

Target Metric Type: Percentage

Target Value: 97.5

Target Period: Annual

Target Start Year: 2019

**Enter justification for each performance target that explains how the target is data-driven, including a discussion of the factors that influenced the performance target selection.**

#### **B-1 Statewide Observed Seat Belt Use of Front Seat Outboard Occupants in Passenger Vehicles**

##### **(Observational Survey)**

**Goal:** Increase statewide observed seat belt use of front seat outboard occupants in passenger vehicles 1.3 percentage points from 96.2 percent (2017 observation) to 97.5 percent by December 31, 2019.

**Justification:** The performance target was selected by using the 2017 calendar year data as the baseline. The trend below indicates California will have a decrease of 0.5 percentage points in 2019 and the number of statewide observed seat belt use of front seat outboard occupants in passenger vehicles will decrease.

### **Drug-Impaired Driving**

#### **Is this a traffic records system performance measure?**

No

Drug-Impaired Driving-2019

Target Metric Type: Percentage

Target Value: 40.7

Target Period: Annual

Target Start Year: 2019

**Enter justification for each performance target that explains how the target is data-driven, including a discussion of the factors that influenced the performance target selection.**

### Drug-Impaired Driving (FARS)

**Goal:** Reduce the number of California drivers killed in crashes that tested positive for drug involvement 2.0 percentage points from the 2016 calendar base year of 42.7 percent to 40.7 percent by December 31, 2019.

**Justification:** The performance target was selected by using the 2016 calendar year as the baseline. The trend line anticipates a slight annual increase. With the legalization of recreational marijuana in California, and the increase in marijuana-related fatalities in Colorado after legalization, we are anticipating the same effect. With the OTS efforts and selected grants for funding, we hope to move towards a downward trend.

### Distracted Driving Survey

**Is this a traffic records system performance measure?**

No

Distracted Driving Survey-2019

Target Metric Type: Percentage

Target Value: 6.6

Target Period: Annual

Target Start Year: 2019

**Enter justification for each performance target that explains how the target is data-driven, including a discussion of the factors that influenced the performance target selection.**

### Distracted Driving (Survey)

**Goal:** Reduce the number of California drivers observed using a handheld cell phone or texting 1 percentage point from the 2017 calendar base year of 7.6 percent to 6.6 percent by December 31, 2019.

**Justification:** The performance target was selected by using the 2017 calendar year as the baseline. The trendline below indicates an increase in the observed use of handheld cell phones or texting. California foresees that the grants chosen for funding will

assist in the downward trend to reach the selected target.

**Traffic Records**

**Is this a traffic records system performance measure?**

Yes

Primary performance attribute:	Completeness
Core traffic records data system to be impacted:	Crash

Traffic Records-2019
Target Metric Type: Percentage
Target Value: 3.0
Target Period: Annual
Target Start Year: 2019

**Enter justification for each performance target that explains how the target is data-driven, including a discussion of the factors that influenced the performance target selection.**

**Traffic Records**

**Goal:** Increase the number of crash reports electronically submitted to the Statewide Integrated Traffic Records System (SWITRS) 3 percent from the 2016 calendar base year total of 243,906 reports to 251,223 reports by December 31, 2019.

**Justification:** It is anticipated that improvements to SWITRS will allow for electronic submission by all law enforcement agencies.

**Emergency Medical Services**

**Is this a traffic records system performance measure?**

No

Emergency Medical Services-2019
Target Metric Type: Numeric
Target Value: 4.5

Target Period: Annual
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Target Start Year: 2019
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**Enter justification for each performance target that explains how the target is data-driven, including a discussion of the factors that influenced the performance target selection.**

### Emergency Medical Services (EMS)

**Goal:** Decrease the average extrication time, from the time of arrival at the crash site to transport, by 4 minutes and 32 seconds from the 2016 calendar base year average of 24 minutes and 32 seconds to 20 minutes by December 31, 2019.

**Justification:** It is anticipated that replacing antiquated equipment with new equipment capable of cutting through vehicles made from Boron Steel will reduce the average extrication time.

**State HSP performance targets are identical to the State DOT targets for common performance measures (fatality, fatality rate, and serious injuries) reported in the HSIP annual report, as coordinated through the State SHSP.**

Check the box if the statement is correct.

Yes

**Enter grant-funded enforcement activity measure information related to seat belt citations, impaired driving arrests and speeding citations.**

#### **A-1) Number of seat belt citations issued during grant-funded enforcement activities\***

Fiscal year

2017

Seat belt citations

2186

#### **A-2) Number of impaired driving arrests made during grant-funded enforcement activities**

Fiscal year

2017

Impaired driving arrests

9796

#### **A-3) Number of speeding citations issued during grant-funded enforcement activities\***

Fiscal year

2017

Speeding citations

18357



## 5 Program areas

### Program Area Hierarchy

#### 1. Impaired Driving (Alcohol)

- (AL) Probation Services
  - (AL) Probation
    - 164 Transfer Funds-AL
- (AL) High Visibility Enforcement
  - (AL) Enforcement
    - 164 Transfer Funds-AL
- (AL) DUI Courts
  - (AL) Judicial
    - 164 Transfer Funds-AL
    - FAST Act 405d Impaired Driving Low
- (AL) Communication Campaign
  - (AL) Education/Public Awareness
    - 164 Transfer Funds-AL
    - FAST Act NHTSA 402
    - FAST Act NHTSA 402

#### 2. Distracted Driving

- (DD) High Visibility Cellphone/Text Messaging Enforcement
  - (DD) Enforcement
    - FAST Act NHTSA 402
- (DD) Evaluation
  - (DD) Evaluation
    - FAST Act NHTSA 402
- (DD) Communication Campaign
  - (DD) Education/Public Awareness
    - FAST Act NHTSA 402
    - FAST Act NHTSA 402
    - FAST Act NHTSA 402
    - FAST Act 405e Special Distracted Driving

#### 3. Impaired Driving (Drug)

- (DI) Vertical Prosecution
  - (DI) Vertical Prosecution
    - FAST Act 405d Impaired Driving Low
- (DI) Training
  - (DI) Training
    - FAST Act 405d Impaired Driving Low
- (DI) Judicial
  - (DI) Judicial
    - 164 Transfer Funds-AL
    - FAST Act 405d Impaired Driving Low
- (DI) Evaluation

- (DI) Evaluation
  - FAST Act 405d Impaired Driving Low
- (DI) Education/Public Awareness
  - (DI) Education/Public Awareness
    - FAST Act NHTSA 402
    - FAST Act 405d Impaired Driving Low
    - FAST Act 405e Special Distracted Driving
- 4. Emergency Medical Services
  - (EM) First Responder Equipment and Training
    - (EMS) First Responder Equipment and Training
      - FAST Act NHTSA 402
- 5. Motorcycle Safety
  - (MC) Education/Public Awareness/Enforcement
    - (MC) Education/Public Awareness and Enforcement
      - FAST Act NHTSA 402
      - FAST Act 405f Motorcycle Programs
- 6. Occupant Protection (Adult and Child Passenger Safety)
  - (OP) Statewide Usage Surveys
    - (OP) Statewide Usage Surveys
      - FAST Act 405b OP High
  - (OP) Statewide Education
    - (OP) Statewide Education
      - FAST Act 405b OP High
  - (OP) Local Education
    - (OP) Local Education
      - FAST Act 405b OP High
  - (OP) Aging Road Users
    - (OP) Aging Road Users
      - FAST Act 405b OP High
- 7. Non-motorized (Pedestrians and Bicyclist)
  - (PS) Education/Public Awareness
    - (PS) Education and Public Awareness
      - FAST Act NHTSA 402
      - FAST Act 405c Data Program
      - FAST Act 405h Nonmotorized Safety
  - (PS) Community Support/Technical Assistance
    - (PS) Community Support/Technical Assistance
      - FAST Act NHTSA 402
      - FAST Act 405h Nonmotorized Safety
- 8. Police Traffic Services
  - (PT) Statewide Enforcement
    - (PT) Statewide Enforcement
      - FAST Act NHTSA 402
  - (PT) Local and Allied Agency Enforcement
    - (PT) Local/Allied Agency Enforcement
      - FAST Act NHTSA 402
      - 164 Transfer Funds-AL
      - FAST Act 405c Data Program
      - FAST Act 405d Impaired Driving Low

(PT) Education and Public Awareness  
 (PT) Education/Public Awareness  
 FAST Act NHTSA 402

9. Traffic Records

(TR) Traffic Records  
 (TR) Data Improvement  
 FAST Act 405c Data Program  
 (TR) Local Data Records Design/Equipment  
 FAST Act 405c Data Program  
 (TR) Statewide Data Records Design/Equipment  
 FAST Act 405c Data Program  
 (TR) Strategic Highway Safety Planning  
 FAST Act 405c Data Program

10. Communications (Media)

(PR) Public Relations, Advertising, and Marketing  
 PR Tasks  
 FAST Act NHTSA 402  
 FAST Act NHTSA 402  
 164 Transfer Funds-AL  
 FAST Act 405d Impaired Driving Low

11. Planning & Administration

(none)  
 (PA) Planning and Administration  
 164 Transfer Funds-AL  
 FAST Act NHTSA 402  
 FAST Act NHTSA 402  
 FAST Act NHTSA 402  
 FAST Act NHTSA 402  
 FAST Act NHTSA 402  
 FAST Act NHTSA 402  
 FAST Act NHTSA 402  
 FAST Act NHTSA 402  
 FAST Act 405b OP High  
 FAST Act 405c Data Program  
 FAST Act 405d Impaired Driving Low  
 FAST Act 405e Special Distracted Driving  
 FAST Act 405f Motorcycle Programs  
 FAST Act 405h Nonmotorized Safety

## 5.1 Program Area: Impaired Driving (Alcohol)

**Program area type** Impaired Driving (Alcohol)

**Will countermeasure strategies and planned activities be described in this plan to address the program area?**

Yes

**Is this program area part of the State occupant protection program area plan for a 405(b) application that identifies the safety problems to be addressed, performance measures and targets, and the countermeasure strategies and planned activities the State will implement to address those problems, at the level of detail required under § 1300.11(c) and (d)?**

No

## Problem identification

**Enter description and analysis of the State's highway safety problems (for this program area) as identified through an analysis of data, including but not limited to fatality, injury, enforcement, and judicial data, to be used as a basis for setting performance targets and developing countermeasure strategies.**

While alcohol-impaired driving fatalities have fallen significantly in the last three decades, NHTSA reports that alcohol-impaired driving still comprises a large percentage of traffic injuries and fatalities. On average in 2016, one person died from an alcohol-impaired driving collision every 50 minutes. Additionally, there was an increase in the numbers of alcohol-driving fatalities in the United States between 2015 and 2016.

To identify crashes involving alcohol-impaired drivers in FARS, SafeTREC applied the multiple imputation method outlined in the United States Department of Transportation (DOT) HS 809 403. Analyses from FARS presented for this program area are derived from collisions with a driver, pedestrian, or bicyclist with a BAC of .08 or greater. Analyses from SWITRS presented in this program area refer to alcohol involvement and include fatalities and severe injuries where law enforcement reported the driver to have been drinking. Collisions in the program area are defined as one where one or more drivers is alcohol-impaired or driving under the influence of alcohol depending on which data set is used.

### National

In the United States, there were 10,497 people killed in alcohol-impaired collisions in 2016, a 1.7 percent increase from 10,320 in 2015, and a 1.6 percent increase from 10,336 in 2012.

All 50 states have laws that make it illegal to drive with a BAC of .08 grams per deciliter (g/dL) or higher. However, testing standards vary considerably which affect the accuracy and reliability of BAC estimates.

Of the 51,914 drivers involved in fatal crashes nationally in 2016, only 40.5 percent, or 21,043, of drivers had known BAC test results. Across all states, the percentage of drivers with known BAC test results ranged from 3.9 to 87.0 percent.

In the United States in 2016, of the 37,461 motor vehicle fatalities, 28.0 percent involved a driver with a BAC of .08 or higher.

## California

In California, there were 1,059 people killed in alcohol-impaired collisions in 2016, a 16.2 percent increase from 911 in 2015, and a 27.7 percent increase from 829 in 2012.

In California, of the 3,623 motor vehicle fatalities in 2016, 29.2 percent involved a driver with a BAC of 0.08 or higher. This is slightly higher than the national average of 28 percent.

California only reported BAC results for 23.7 percent of drivers involved in a fatal crash in 2016, which is lower than the national average of 40.5 percent. Testing rates were higher for drivers who died than drivers who survived but testing rates in California for both groups were lower than the national average. Of drivers who died, 35.7 percent had known BAC test results compared to only 15.9 percent of drivers that survived.

In 2017, Californians were asked about their top traffic safety concerns in the Traffic Safety Study sponsored by the OTS. The second-most frequently cited safety problem was “Drunk Driving,” which spiked from 5.6 percent of concerns expressed in 2016 to 22.9 percent of concerns expressed.

## State-level Analysis

The figures in this section refer to drivers, passengers, bicyclists, and pedestrians fatally injured in an alcohol-impaired collision or severely injured in an alcohol-involved collision in California in 2016. These numbers are the products of UCB SafeTREC analysis.

### Fatal and Severe Injury Alcohol-Involved Collisions

Not all areas in California are equally affected by alcohol-involved driving. In 2016, fifteen counties reported fewer than ten fatal and severe injuries from alcohol-involved driving. In contrast, ten counties reported 100 or

more fatal and severe injuries from alcohol-involved driving.

The highest number of alcohol-involved fatal and severe injuries were concentrated in southern and central California, with the greatest number in Los Angeles County. Conversely, the highest rate of alcohol-involved fatal and severe injuries per population were concentrated in the northern and more rural parts of California, with the highest rates in Trinity and Modoc counties, followed by Calaveras, Mendocino, and Plumas counties.

### **Primary Collision Factors of Alcohol-Involved Fatal and Severe Injury Collisions**

Expectedly, the vast majority, 80.1 percent, of the PCF for the alcohol-involved driving program area were classified as driving or bicycling under the influence. Following that PCF, unsafe speed (6.2 percent) and improper turning (6.2 percent) were the most frequent PCFs recorded.

### **Crash Types for Alcohol-Involved Fatal and Severe Injury Collisions**

Hit objects was the most prevalent type of alcohol-involved collision at 44.5 percent. This was followed by rear end collisions at 13.5 percent, broadside at 12.1 percent, overturned at 11.7 percent, and head-on at 11.2 percent.

### **Time and Day of Alcohol-Involved Fatal and Severe Injury Victims**

The rate of alcohol-involved fatal and severe injuries was much higher at night, especially on weekends, than during the day.

Almost half (48.2 percent) of alcohol-involved fatal and severe injuries occurred between 9PM and 3AM. Alcohol-involved fatal and severe injuries were least recorded between 6AM and noon, with only 5.7 percent of injuries.

Almost half (48.2 percent) of all alcohol-involved driving fatal and severe injuries occurred over the weekend between 6PM on Friday and 3AM on Monday.

### **Alcohol-Involved Fatal and Severe Injury Victim Demographics**

Alcohol-involved fatal and severe injury victims were predominantly young male adults (age 15 to 34), comprising 39.4 percent of all victims.

Race was not reported for 35.1 percent of the alcohol-impaired driving fatalities. Of the 688 fatalities with a known race, 83.1 percent (or 572) were white.

### Crash Location for Fatal Alcohol-Impaired Victims

Over half (53.3 percent) of alcohol-impaired fatalities occurred in urban areas compared to 46.7 percent on rural roads. However only about 16 percent of travel took place on rural roads.

Nearly half (44.4 percent) of all alcohol-impaired fatalities occurred on non-interstate principal arterials.

### Vehicle Type for Fatally Injured Victims of Alcohol-Impaired Collisions

In 2016, there were 640 alcohol-impaired fatalities in passenger vehicles, 162 victims on motorcycles, and 141 as pedestrians and bicyclists. Passenger vehicles include passenger cars, vans, SUVs, light trucks, and pickup trucks. Most alcohol-impaired fatalities, 70.4 percent, were in passenger vehicles.

## Performance measures

**Select at least one performance measure that is data-driven, that enables the State to track progress toward meeting the quantifiable annual target. For program areas where performance measures have not been jointly developed (e.g., distracted driving, drug-impaired driving) for which States are using HSP funds, the State shall develop its own performance measures and performance targets that are data-driven.**

### Performance Measures in Program Area

Fiscal Year	Performance Measure Name	Target Period(Performance Target)	Target End Year	Target Value(Performance Target)
2019	C-5) Number of fatalities in crashes involving a driver or motorcycle operator with a BAC of .08 and above (FARS)	5 Year	2019	865.0

## Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies to submit for program area.

### Countermeasure Strategies in Program Area

Fiscal Year	Countermeasure Strategy Name
2019	(AL) Probation Services
2019	(AL) High Visibility Enforcement
2019	(AL) DUI Courts
2019	(AL) Communication Campaign

### 5.1.1 Countermeasure Strategy: (AL) Probation Services

**Program area** Impaired Driving (Alcohol)

**Countermeasure strategy** (AL) Probation Services

**Innovative countermeasure strategies are countermeasure strategies which have not yet been proven effective in the highway safety arena but show potential based on limited practical application. Justification of innovative countermeasure strategies can be based on past successes when applied to other behavioral safety problems.**

Is this countermeasure strategy innovative?

No

**Is this countermeasure strategy part of the planned high visibility enforcement strategies that support national mobilizations? § 1300.11(d)(6)**

No

**Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]**

No

**Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification]**

No



**Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the seat belt enforcement criterion? § 1300.21(e)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d)(5), demonstrating that the State conducts sustained enforcement (i.e., a program of recurring efforts throughout the fiscal year of the grant to promote seat belt and child restraint enforcement), and that based on the State's problem identification, involves law enforcement agencies responsible for seat belt enforcement in geographic areas in which at least 70 percent of either the State's unrestrained passenger vehicle occupant fatalities occurred or combined fatalities and serious injuries occurred]**

No

**Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the high risk population countermeasure programs criterion? § 1300.21(e)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs to improve seat belt and child restraint use for at least two of the following at-risk populations: (i) Drivers on rural roadways; (ii) Unrestrained nighttime drivers; (iii) Teenage drivers; (iv) Other high-risk populations identified in the occupant protection program area plan required under § 1300.21(d)(1)]**

No

**Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the comprehensive occupant protection program criterion? § 1300.21(e)(5)(ii)(B) [Countermeasure strategies (such as enforcement, education, communication, policies/legislation, partnerships/outreach), at the level of detail required under § 1300.11(d), designed to achieve the performance targets of the strategic plan]**

No

**Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]**

No

**Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]**

No

**Is this countermeasure strategy part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]**

No

Countermeasure strategy description

**To describe the program area countermeasure strategy that will help the State complete its program and achieve specific performance targets, complete the following:**

**Enter assessment of the overall projected traffic safety impacts of the countermeasure strategy chosen and of the planned activities to be funded.**

This task provides funding to county probation departments to reduce DUI related fatalities and injuries, as well as prevent DUI recidivism. High-risk, felony, and repeat DUI offenders will be held accountable through intensive supervision to ensure compliance with court-ordered conditions of probation and prevent re-arrest on new DUI charges. Supervision activities include; monitoring of treatment and DUI program participation, conducting office visits, field contacts, unannounced fourth waiver searches, random alcohol testing, and distribution of Habitual Offender Tracking (HOT) Sheets.

**Enter description of the linkage between program area problem identification data, performance targets, identified countermeasure strategy and allocation of funds to planned activities.**

Probation

Fund probation departments to provide intensive supervision of DUI offenders.

## Evidence of effectiveness

**Enter a rationale for selecting the countermeasure strategy and funding allocation for each planned activity.**

This countermeasure strategy is based on the court probation program listed in NHTSA's "Countermeasures That Work".

## Planned activities

**Select existing planned activities below and/or click Add New to enter and select planned activities that the State will conduct to support the countermeasure strategies within each program area to address its problems and achieve its performance targets.**

### Planned activities in countermeasure strategy

Planned activity unique identifier	Planned Activity Name	Primary Countermeasure
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(AL) Pro	(AL) Probation	
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#### 5.1.1.1 Planned Activity: (AL) Probation

Planned activity name	(AL) Probation
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Planned activity number	(AL) Pro
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Primary countermeasure strategy	
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**Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)**

No

**Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]**

No

**Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]**

No

**Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]**

No

**Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]**

No

**Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]**

No

**Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]**

No

**Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]**

No

**Enter description of the planned activity.**

This planned activity provides funding to county probation departments to reduce DUI related fatalities and injuries as well as prevent DUI recidivism. High-risk felony and repeat DUI offenders will be held accountable through intensive supervision to ensure compliance with court-ordered conditions of probation and prevent re-arrest on new DUI charges. Supervision activities include; monitoring of treatment and DUI program participation conducting office visits field contacts unannounced fourth waiver searches random alcohol testing and distribution of Habitual Offender Tracking (HOT) Sheets.

**Enter intended subrecipients.**

Various County Probation Departments

**Countermeasure strategies**

**Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.**

**Countermeasure strategies in planned activities**

**Fiscal Year Countermeasure Strategy Name**

2019 (AL) Probation Services

**Funding sources**

**Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.**

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2019	164 Transfer Funds-AL	164 Alcohol	\$2,977,310.00		\$0.00

**Major purchases and dispositions**

**Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.**

**Item Quantity Price Per Unit Total Cost NHTSA Share per unit NHTSA Share Total Cost**

No records found.

**5.1.2 Countermeasure Strategy: (AL) High Visibility Enforcement**

**Program area** Impaired Driving (Alcohol)

**Countermeasure strategy** (AL) High Visibility Enforcement

**Innovative countermeasure strategies are countermeasure strategies which have not yet been proven effective in the highway safety arena but show potential based on limited practical application. Justification of innovative countermeasure strategies can be based on past successes when applied to other behavioral safety problems.**

Is this countermeasure strategy innovative?

No

**Is this countermeasure strategy part of the planned high visibility enforcement strategies that support national mobilizations? § 1300.11(d)(6)**

Yes

**Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]**

No

**Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification]**

No

**Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the seat belt enforcement criterion? § 1300.21(e)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d)(5), demonstrating that the State conducts sustained enforcement (i.e., a program of recurring efforts throughout the fiscal year of the grant to promote seat belt and child restraint enforcement), and that based on the State's problem identification, involves law enforcement agencies responsible for seat belt enforcement in geographic areas in which at least 70 percent of either the State's unrestrained passenger vehicle occupant fatalities occurred or combined fatalities and serious injuries occurred]**

No

**Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the high risk population countermeasure programs criterion? § 1300.21(e)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs to improve seat belt and child restraint use for at least two of the following at-risk populations: (i) Drivers on rural roadways; (ii) Unrestrained nighttime drivers; (iii) Teenage drivers; (iv) Other high-risk**

**populations identified in the occupant protection program area plan required under § 1300.21(d)(1)]**

No

**Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the comprehensive occupant protection program criterion? § 1300.21(e)(5)(ii)(B) [Countermeasure strategies (such as enforcement, education, communication, policies/legislation, partnerships/outreach), at the level of detail required under § 1300.11(d), designed to achieve the performance targets of the strategic plan]**

No

**Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]**

No

**Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]**

No

**Is this countermeasure strategy part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]**

No

## Countermeasure strategy description

**To describe the program area countermeasure strategy that will help the State complete its program and achieve specific performance targets, complete the following:**

**Enter assessment of the overall projected traffic safety impacts of the countermeasure strategy chosen and of the planned activities to be funded.**

Enforcement

This task provides funding to the CHP and the ABC, the lead statewide agencies for conducting impaired driving enforcement. The CHP will conduct enhanced DUI enforcement and DUI warrant operations with an emphasis in areas of over represented fatal alcohol related collisions. The ABC will conduct underage drinking prevention and enforcement activities which include: Minor Decoy, Shoulder Tap, Trap Door, TRACE, IMPACT, School Officers Bringing Educational Resources, and ROSTF operations.

**Enter description of the linkage between program area problem identification data, performance targets, identified countermeasure strategy and allocation of funds to planned activities.**

## Enforcement

Conduct increased DUI enforcement, such as DUI/Driver's License (DL) checkpoints, saturations, court stings, warrant details, and stakeouts, as well as enhanced media awareness during the Winter and Summer NHTSA mobilizations, and sustained enforcement during Halloween, Super Bowl Sunday, St. Patrick's Day, Cinco de Mayo, Memorial Day, and Independence Day holidays.

Illuminate *"Report Drunk Drivers – Call 911"*, *"Buzzed Driving is Drunk Driving"*, *"Driving Sober Saves Lives, including Yours"*, and *"Prevent a Tragedy, Drive Sober"* on approximately 625 fixed freeway changeable message signs.

Promote NHTSA's *"Drive Sober or Get Pulled Over"* message as appropriate in press releases, interviews, and social media.

Through ABC, fund local law enforcement agencies to conduct underage drinking prevention and enforcement activities including Minor Decoy, Shoulder Tap, Trap Door, Target Responsibility for Alcohol Connected Emergencies (TRACE), Informed Merchants Preventing Alcohol-Related Crime Tendencies (IMPACT), and Retail Operating Standards Task Force (ROSTF) operations.

Fund "corridor DUI programs" that select corridors based on data showing disproportionate numbers of DUI collisions and convene task forces to implement identified solutions.

## Evidence of effectiveness

### Enter a rationale for selecting the countermeasure strategy and funding allocation for each planned activity.

This countermeasure strategy is based on the alcohol enforcement program listed in NHTSA's "Countermeasures That Work".

## Planned activities

**Select existing planned activities below and/or click Add New to enter and select planned activities that the State will conduct to support the countermeasure strategies within each program area to address its problems and achieve its performance targets.**

### Planned activities in countermeasure strategy

Planned activity unique identifier	Planned Activity Name	Primary Countermeasure
(AL) Enf	(AL) Enforcement	

#### 5.1.2.1 Planned Activity: (AL) Enforcement

Planned activity name	(AL) Enforcement
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Planned activity number (AL) Enf

Primary countermeasure strategy

**Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)**

No

**Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]**

No

**Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]**

No

**Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]**

No

**Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]**

No

**Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]**

No

**Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]**

No



**Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]**

No

**Enter description of the planned activity.**

This planned activity provides funding to the CHP and the ABC the lead statewide agencies for conducting impaired driving enforcement. The CHP will conduct enhanced DUI enforcement and DUI warrant operations with an emphasis in areas of over represented fatal alcohol related collisions. The ABC will conduct underage drinking prevention and enforcement activities which include: Minor Decoy Shoulder Tap Trap Door TRACE IMPACT School Officers Bringing Educational Resources and ROSTF operations.

**Enter intended subrecipients.**

Various State Entities

**Countermeasure strategies**

**Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.**

**Countermeasure strategies in planned activities**

Fiscal Year	Countermeasure Strategy Name
2019	(AL) High Visibility Enforcement

**Funding sources**

**Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.**

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2019	164 Transfer Funds-AL	164 Alcohol	\$7,350,000.00		\$0.00

**Major purchases and dispositions**

**Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.**

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
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No records found.

### 5.1.3 Countermeasure Strategy: (AL) DUI Courts

**Program area** Impaired Driving (Alcohol)

**Countermeasure strategy** (AL) DUI Courts

**Innovative countermeasure strategies are countermeasure strategies which have not yet been proven effective in the highway safety arena but show potential based on limited practical application. Justification of innovative countermeasure strategies can be based on past successes when applied to other behavioral safety problems.**

Is this countermeasure strategy innovative?

No

**Is this countermeasure strategy part of the planned high visibility enforcement strategies that support national mobilizations? § 1300.11(d)(6)**

No

**Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]**

No

**Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification]**

No

**Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the seat belt enforcement criterion? § 1300.21(e)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d)(5), demonstrating that the State conducts sustained enforcement (i.e., a program of recurring efforts throughout the fiscal year of the grant to promote seat belt and child restraint enforcement), and that based on the State's problem identification, involves law enforcement agencies responsible for seat belt enforcement in geographic areas in which at least 70 percent of either the State's unrestrained passenger vehicle occupant fatalities occurred or combined fatalities and serious injuries occurred]**

No

**Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the high risk population countermeasure programs criterion? § 1300.21(e)(4)**

**[Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs to improve seat belt and child restraint use for at least two of the following at-risk populations: (i) Drivers on rural roadways; (ii) Unrestrained nighttime drivers; (iii) Teenage drivers; (iv) Other high-risk populations identified in the occupant protection program area plan required under § 1300.21(d) (1)]**

No

**Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the comprehensive occupant protection program criterion? § 1300.21(e)(5)(ii)(B) [Countermeasure strategies (such as enforcement, education, communication, policies/legislation, partnerships/outreach), at the level of detail required under § 1300.11(d), designed to achieve the performance targets of the strategic plan]**

No

**Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]**

No

**Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]**

No

**Is this countermeasure strategy part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]**

No

## Countermeasure strategy description

**To describe the program area countermeasure strategy that will help the State complete its program and achieve specific performance targets, complete the following:**

**Enter assessment of the overall projected traffic safety impacts of the countermeasure strategy chosen and of the planned activities to be funded.**

Judicial

This task provides funding for specialized courts to track DUI offenders through vertical prosecution and DUI courts. The DUI court program is designed to stop repeat offenders from driving while impaired and reduce recidivism. This model, funded in San Joaquin and San Mateo counties, provides an intensive program using judicial supervision, periodic alcohol/drug testing, mandated treatment where needed, and the use of incentives and sanctions to make behavior changes.

**Enter description of the linkage between program area problem identification data, performance targets, identified countermeasure strategy and allocation of funds to planned activities.**

Judicial

Continue support of intensive supervision of DUI offenders through vertical prosecution and DUI courts.

Continue support of collaboration between local law enforcement and DUI Court program.

## Evidence of effectiveness

**Enter a rationale for selecting the countermeasure strategy and funding allocation for each planned activity.**

This countermeasure strategy is based on the court probation program listed in NHTSA's "Countermeasures That Work".

## Planned activities

**Select existing planned activities below and/or click Add New to enter and select planned activities that the State will conduct to support the countermeasure strategies within each program area to address its problems and achieve its performance targets.**

### Planned activities in countermeasure strategy

Planned activity unique identifier	Planned Activity Name	Primary Countermeasure
(AL) Jud	(AL) Judicial	

#### 5.1.3.1 Planned Activity: (AL) Judicial

Planned activity name (AL) Judicial

Planned activity number (AL) Jud

Primary countermeasure strategy

**Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)**

No

**Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]**

No

**Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]**

No

**Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]**

No

**Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]**

No

**Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]**

No

**Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]**

No

**Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]**

No

**Enter description of the planned activity.**

This planned activity provides funding for specialized courts to track DUI offenders through vertical prosecution and DUI courts. The DUI court program is designed to stop repeat offenders from driving while impaired and reduce recidivism. This model funded in San Joaquin and San Mateo counties provides an intensive program using judicial supervision periodic alcohol/drug testing mandated treatment where needed and the use of incentives and sanctions to make behavior changes.

**Enter intended subrecipients.**

Various County Courts

## Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

### Countermeasure strategies in planned activities

**Fiscal Year**   **Countermeasure Strategy Name**

2019      (AL) DUI Courts

## Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2019	164 Transfer Funds-AL	164 Alcohol	\$504,509.00		\$0.00
2019	FAST Act 405d Impaired Driving Low	405d Low Court Support	\$195,491.00		

## Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

**Item**   **Quantity**   **Price Per Unit**   **Total Cost**   **NHTSA Share per unit**   **NHTSA Share Total Cost**

No records found.

### 5.1.4 Countermeasure Strategy: (AL) Communication Campaign

**Program area**      Impaired Driving (Alcohol)

**Countermeasure strategy**   (AL) Communication Campaign

**Innovative countermeasure strategies are countermeasure strategies which have not yet been proven effective in the highway safety arena but show potential based on limited practical**

**application. Justification of innovative countermeasure strategies can be based on past successes when applied to other behavioral safety problems.**

Is this countermeasure strategy innovative?

No

**Is this countermeasure strategy part of the planned high visibility enforcement strategies that support national mobilizations? § 1300.11(d)(6)**

Yes

**Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]**

No

**Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification]**

No

**Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the seat belt enforcement criterion? § 1300.21(e)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d)(5), demonstrating that the State conducts sustained enforcement (i.e., a program of recurring efforts throughout the fiscal year of the grant to promote seat belt and child restraint enforcement), and that based on the State's problem identification, involves law enforcement agencies responsible for seat belt enforcement in geographic areas in which at least 70 percent of either the State's unrestrained passenger vehicle occupant fatalities occurred or combined fatalities and serious injuries occurred]**

No

**Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the high risk population countermeasure programs criterion? § 1300.21(e)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs to improve seat belt and child restraint use for at least two of the following at-risk populations: (i) Drivers on rural roadways; (ii) Unrestrained nighttime drivers; (iii) Teenage drivers; (iv) Other high-risk populations identified in the occupant protection program area plan required under § 1300.21(d)(1)]**

No

**Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the comprehensive occupant protection program criterion? § 1300.21(e)(5)(ii)(B) [Countermeasure strategies (such as enforcement, education, communication,**

**policies/legislation, partnerships/outreach), at the level of detail required under § 1300.11(d), designed to achieve the performance targets of the strategic plan]**

No

**Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]**

No

**Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]**

No

**Is this countermeasure strategy part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]**

No

## Countermeasure strategy description

**To describe the program area countermeasure strategy that will help the State complete its program and achieve specific performance targets, complete the following:**

**Enter assessment of the overall projected traffic safety impacts of the countermeasure strategy chosen and of the planned activities to be funded.**

This task provides funding for statewide alcohol education and awareness programs with valued partners such as the CHP, ABC, RADD, MADD, SADD, and California Friday Night Live Partnership. Their successful teen education programs focus on youth, middle school, high school, and college students. In addition, funding is provided to Santa Cruz County to expand education and public awareness campaigns and conduct Real DUI Court Sentencings.

**Enter description of the linkage between program area problem identification data, performance targets, identified countermeasure strategy and allocation of funds to planned activities.**

Education/Public Awareness

Conduct Teen Traffic Safety Roundtable meetings and use the Teen Traffic Safety Blueprint strategies as guiding principles for collaborating with stakeholders and making funding decisions.

Fund statewide priority youth education programs such as “Every 15 Minutes,” “Sober Graduation,” “Friday Night Live” programs.



Increase the delivery of statewide education programs to underserved high schools by using the Teen Traffic Safety Heat Map.

Continue a statewide collaboration with the entertainment industry's voice for road safety (RADD) (California Department of Alcoholic Beverage Control and the Entertainment Industry's Voice for Road Safety) to promote a model designated driver rewards programs with alcohol establishments as well as provide large scale, peer driven education programs on college campuses.

Fund Students Against Destructive Decisions (SADD) to implement a three-phase project to; create a clearing house of approved OTS teen traffic safety programs, select 75 communities to implement the "UR the Key" program, and create a California Student Advisory Board to serve as regional spokespersons responsible for promoting the activities and programs of the OTS.

Fund and expand the "Know Your Limit" campaigns with local law enforcement agencies at restaurants and alcohol establishments that promote the knowledge of BAC levels and the use of sober designated drivers and ride share opportunities.

Fund live DUI court proceedings (trials and/or sentencing) in high schools to provide students the opportunity to see, up-close, the consequences of DUI to individual drivers and crash victims in their own communities.

Fund Mothers Against Drunk Driving's (MADD) community-based DUI prevention and education efforts (Power of Parents, Power of You(th), Teen Influencer, and Zero Tolerance programs) including booths, and multi-media presentations at schools and community events, and victim impact panels.

## Evidence of effectiveness

### **Enter a rationale for selecting the countermeasure strategy and funding allocation for each planned activity.**

This countermeasure strategy supports national campaigns such as; Winter and Summer Alcohol Impaired Mobilizations.

## Planned activities

**Select existing planned activities below and/or click Add New to enter and select planned activities that the State will conduct to support the countermeasure strategies within each program area to address its problems and achieve its performance targets.**

### **Planned activities in countermeasure strategy**

Planned activity unique identifier	Planned Activity Name	Primary Countermeasure
(AL) Edu	(AL) Education/Public Awareness	

#### 5.1.4.1 Planned Activity: (AL) Education/Public Awareness

**Planned activity name** (AL) Education/Public Awareness

**Planned activity number** (AL) Edu

**Primary countermeasure strategy**

**Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)**

No

**Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]**

No

**Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]**

No

**Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]**

No

**Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]**

No

**Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]**

No

**Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs**

**designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]**

No

**Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]**

No

### **Enter description of the planned activity.**

This planned activity provides funding for statewide alcohol education and awareness programs with valued partners such as the CHP ABC RADD MADD SADD and California Friday Night Live Partnership. Their successful teen education programs focus on youth middle school high school and college students. In addition funding is provided to Santa Cruz County to expand education and public awareness campaigns and conduct Real DUI Court Sentencings.

### **Enter intended subrecipients.**

Various State and County Entities

## Countermeasure strategies

**Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.**

### **Countermeasure strategies in planned activities**

#### **Fiscal Year Countermeasure Strategy Name**

2019 (AL) Communication Campaign

## Funding sources

**Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.**

<b>Source Fiscal Year</b>	<b>Funding Source</b>	<b>Eligible Use of Funds</b>	<b>Estimated Funding Amount</b>	<b>Match Amount</b>	<b>Local Benefit</b>
2019	164 Transfer Funds-AL	164 Alcohol	\$2,637,100.00		\$0.00
2019	FAST Act NHTSA 402	Alcohol (FAST)	\$400,000.00		\$0.00
2019	FAST Act NHTSA 402	Distracted Driving (FAST)	\$400,000.00		\$0.00

## Major purchases and dispositions

**Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.**

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
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No records found.

## 5.2 Program Area: Distracted Driving

**Program area type** Distracted Driving

**Will countermeasure strategies and planned activities be described in this plan to address the program area?**

Yes

**Is this program area part of the State occupant protection program area plan for a 405(b) application that identifies the safety problems to be addressed, performance measures and targets, and the countermeasure strategies and planned activities the State will implement to address those problems, at the level of detail required under § 1300.11(c) and (d)?**

No

### Problem identification

**Enter description and analysis of the State's highway safety problems (for this program area) as identified through an analysis of data, including but not limited to fatality, injury, enforcement, and judicial data, to be used as a basis for setting performance targets and developing countermeasure strategies.**

#### **PROBLEM IDENTIFICATION AND DATA ANALYSIS**

Safe driving requires attention. Many activities, such as eating, listening to music, grooming, etc., distract from the main task of operating a motor vehicle. Serious distractions include activities associated with mobile devices such as talking, texting, using social media, etc. According to the National Safety Council, mobile devices are among the top distractions for drivers nationwide. A study found that interacting with a handheld device increases crash risk by 3.6 times relative to baseline driving. Issues related to this include the practice of "inattention blindness," as well as "task switching" rather than "multi-tasking," a popular rationale for engaging in distractions.

California Assembly Bill 1785, which prohibits use of mobile devices while on public roads unless the device is used hands-free or with voice-operated commands, went into effect January 1, 2017. California defines a hands-free system as a phone mounted

on a windshield or dashboard in a way that does not hinder the driver's view of the road, and the driver's hand must be able to activate or deactivate it with a single swipe or tap.

Analyses presented in the distracted driving program area are defined by driver's inattention to driving due to some other activity. These analyses will focus exclusively on fatalities using the FARS data set as SWITRS distracted driving data is limited to cell phone use.

### **Challenges with Distracted Driving Data**

The National Safety Council summarizes the understanding that, as of now, there are many challenges to knowing if cell phone use was a contributing factor in a collision. A few reasons for this are:

Police often need drivers to admit to using a cell phone in order to document that a phone was in use at the time of a collision. If drivers do not admit this, or are too severely injured, this is not possible.

Accounts from witnesses may be inaccurate.

Police might choose to investigate "clearer" violations; e.g., speeding or alcohol/drug-impairment.

### **National**

There was a 2.2 percent decrease from 3,526 fatalities in distraction-affected collisions in 2015 to 3,450 fatalities in 2016, which represents 9.2 percent of total fatalities in 2016, down from 9.9 percent in 2015.

According to the 2016 National Occupant Protection Use Survey (NOPUS), the percentage of passenger vehicle driver handheld cell phone use was 3.3 percent in 2016, down significantly from 3.8 percent in 2015. The percentage of visible manipulation of handheld devices was 2.1 percent, down slightly from 2.2 percent in 2015. The percentage of visible headset cell phone use was 0.5 percent, down from 0.6 percent in 2015.

The 2016 Traffic Safety Culture Index by the American Automobile Association (AAA) Foundation for Traffic Safety found:

A majority of drivers, 81.1 percent, report that texting or emailing while driving severely threatens their personal safety.

More than half of drivers, 59.4 percent, believe talking on the phone poses a “very serious threat” to their safety.

More than two-thirds of drivers surveyed, 68.2 percent, say that they have talked on any type of phone while driving in the past 30 days.

About three-quarters of drivers interviewed, 75.2 percent, believe that talking on the phone using a hands-free device while driving is safer than using a hand-held cell phone.

The National Highway Traffic Safety Administration’s 2015 National Telephone Survey on Distracted Driving Attitudes and Behaviors found that 52.6 percent of respondents who reported talking on the phone while driving perceived that there was no difference in their driving when talking on the phone while 20.1 percent reported that they were distracted while talking on the phone. Using apps was perceived as having a similar effect on driving, with 52.5 percent of respondents perceiving no difference in their driving while using apps and 20.9 percent reporting that they were distracted. Texting was perceived to be more distracting: 33.8 percent reported that they were distracted while driving and texting while 31.3 percent believed that there was no difference.

## California

There was a 5.3 percent increase in distracted driving fatalities in California from 130 in 2015 to 137 in 2016.

In 2017, the OTS conducted its Seventh Annual Statewide Observational Survey of Cell Phone Use and Texting among California drivers at 204 sites. There were 19,387 observations. Drivers were observed at intersections for the following behaviors: holding phone to ear, talking on handheld devices, and manipulating handheld devices.

Observed hand-held usage was 3.58 percent, down from 7.6 percent in 2016, 5.4 percent in 2015, and 3.8 percent in 2014.

Use was higher on local roads (3.89 percent) than highways (2.98 percent) or secondary roads (2.63 percent.)

Drivers without passengers were observed to use mobile devices more than drivers with passengers present (5.4 percent when no passenger was present compared to 0.47 percent when there were passengers present).

In the 2017 Traffic Safety Survey, a study of public opinion on traffic safety issues sponsored by the OTS, Californians were asked about their top traffic safety concerns in the Traffic Safety Study. The third-most frequently cited safety problem was: “Distracted Driving because of Texting”.

Over one-quarter of drivers, 25.8 percent, reported that distracted driving because of texting is a top concern.

Over one-fifth of drivers, 20.9 percent, reported that distracted driving because of talking is a top concern.

An overwhelming number of drivers (84.9 percent), responded that the most serious distraction was phone use-related (including texting, talking, and other phone use).

### **State-level Analysis**

The figures in this section refer to passenger vehicle occupants fatally injured in a distracted driving collision in California in 2016. These numbers are the products of UCB SafeTREC analysis.

### **Fatal Distracted Driving Collisions**

By number, the counties with the greatest number of fatal injuries were concentrated in southern California in Los Angeles, Riverside, San Bernardino, Orange, and San Diego.

By rate, the highest fatal injuries were in the small counties where one injury affects the rate significantly. Alpine and Glenn counties reported the highest fatal injury rate per population, followed by Tehama, Mendocino, Lake, Yuba, Amador, Stanislaus, and Imperial counties all reporting elevated rates.

Twenty-three of 58 counties recorded zero fatalities related to distracted driving.

## Time and Day of Distracted Driving Fatal Injuries

Distracted driving fatalities occurred sporadically in no particular pattern.

## Fatal Distracted Driving Victim Demographics

There are two peaks in the age range of distracted driving fatalities. For the first peak, 19 percent of distracted driving fatalities were in the age range 15 to 24 and over three-quarters of the fatalities in this range were male. In the second peak, 20.4 percent of distracted driving fatalities were in the age range 55-64 and over half of this group was female. Across all ages, 48.9 percent of all distracted driving fatalities were female, a higher proportion than other types of traffic fatalities.

For 38.7 percent of distracted driving fatalities, race was unknown. A plurality (46.7 percent) of distracted driving fatalities were white.

## Crash Location for Fatal Distracted Driving Victims

A majority (56.2 percent) of distracted driving fatalities occurred in urban areas while 40.9 percent occurred in rural areas. (Land use was not reported for four distracted driving fatalities.) For comparison, in 2015 only about 16 percent of travel took place on rural roads.

Just under half (46 percent) of distracted driving fatalities occurred on principal arterials. The roadway type with the next largest share of fatalities (18.2 percent) was minor arterials.

## Vehicle Type for Fatally Injured Victims of Distracted Driving Collisions

About half (50.4 percent) of distracted driving fatalities were in passenger vehicles while 40.9 percent were non-motor vehicle occupants, including pedestrians and bicyclists. Motorcyclists made up only 5.8 percent of distracted driving fatalities.

## Performance measures

**Select at least one performance measure that is data-driven, that enables the State to track progress toward meeting the quantifiable annual target. For program areas where performance measures have not been jointly developed (e.g., distracted driving, drug-impaired driving) for**



which States are using HSP funds, the State shall develop its own performance measures and performance targets that are data-driven.

### Performance Measures in Program Area

Fiscal Year	Performance Measure Name	Target Period(Performance Target)	Target End Year	Target Value(Performance Target)
2019	Distracted Driving Survey	Annual	2019	6.6

### Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies to submit for program area.

### Countermeasure Strategies in Program Area

Fiscal Year	Countermeasure Strategy Name
2019	(DD) High Visibility Cellphone/Text Messaging Enforcement
2019	(DD) Evaluation
2019	(DD) Communication Campaign

### 5.2.1 Countermeasure Strategy: (DD) High Visibility Cellphone/Text Messaging Enforcement

**Program area** Distracted Driving

**Countermeasure strategy** (DD) High Visibility Cellphone/Text Messaging Enforcement

**Innovative countermeasure strategies are countermeasure strategies which have not yet been proven effective in the highway safety arena but show potential based on limited practical application. Justification of innovative countermeasure strategies can be based on past successes when applied to other behavioral safety problems.**

Is this countermeasure strategy innovative?

No

**Is this countermeasure strategy part of the planned high visibility enforcement strategies that support national mobilizations? § 1300.11(d)(6)**

Yes

**Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]**

No

**Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification]**

No

**Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the seat belt enforcement criterion? § 1300.21(e)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d)(5), demonstrating that the State conducts sustained enforcement (i.e., a program of recurring efforts throughout the fiscal year of the grant to promote seat belt and child restraint enforcement), and that based on the State's problem identification, involves law enforcement agencies responsible for seat belt enforcement in geographic areas in which at least 70 percent of either the State's unrestrained passenger vehicle occupant fatalities occurred or combined fatalities and serious injuries occurred]**

No

**Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the high risk population countermeasure programs criterion? § 1300.21(e)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs to improve seat belt and child restraint use for at least two of the following at-risk populations: (i) Drivers on rural roadways; (ii) Unrestrained nighttime drivers; (iii) Teenage drivers; (iv) Other high-risk populations identified in the occupant protection program area plan required under § 1300.21(d)(1)]**

No

**Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the comprehensive occupant protection program criterion? § 1300.21(e)(5)(ii)(B) [Countermeasure strategies (such as enforcement, education, communication, policies/legislation, partnerships/outreach), at the level of detail required under § 1300.11(d), designed to achieve the performance targets of the strategic plan]**

No

**Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]**

No

**Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]**

No

**Is this countermeasure strategy part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]**

No

## Countermeasure strategy description

**To describe the program area countermeasure strategy that will help the State complete its program and achieve specific performance targets, complete the following:**

**Enter assessment of the overall projected traffic safety impacts of the countermeasure strategy chosen and of the planned activities to be funded.**

Enforcement

This task provides funding to the California Highway Patrol for statewide enforcement, public information and education focusing on the dangers of distracted driving. These efforts will focus on education and awareness for adult drivers.

**Enter description of the linkage between program area problem identification data, performance targets, identified countermeasure strategy and allocation of funds to planned activities.**

Enforcement

Fund law enforcement agencies to enforce distracted driving laws.

Enlist the assistance of local law enforcement agencies to conduct “zero tolerance” enforcement operations during April’s National Distracted Driving Awareness Month.

## Evidence of effectiveness

**Enter a rationale for selecting the countermeasure strategy and funding allocation for each planned activity.**

This countermeasure strategy supports national campaigns such as; Distracted Driving Awareness Month.

## Planned activities

**Select existing planned activities below and/or click Add New to enter and select planned activities that the State will conduct to support the countermeasure strategies within each program area to address its problems and achieve its performance targets.**

### Planned activities in countermeasure strategy

**Planned activity unique identifier**   **Planned Activity Name**   **Primary Countermeasure**

(DD) Enf

(DD) Enforcement

### 5.2.1.1 Planned Activity: (DD) Enforcement

**Planned activity name**   (DD) Enforcement

**Planned activity number**   (DD) Enf

**Primary countermeasure strategy**

**Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)**

Yes

**Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]**

No

**Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]**

No

**Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]**

No

**Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]**

No

**Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a**

**majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]**

No

**Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]**

No

**Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]**

No

**Enter description of the planned activity.**

This planned activity provides funding to the California Highway Patrol for statewide enforcement public information and education focusing on the dangers of distracted driving. These efforts will focus on education and awareness for adult drivers.

**Enter intended subrecipients.**

State Highway Patrol

**Countermeasure strategies**

**Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.**

**Countermeasure strategies in planned activities**

<b>Fiscal Year</b>	<b>Countermeasure Strategy Name</b>
2019	(DD) High Visibility Cellphone/Text Messaging Enforcement

**Funding sources**

**Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.**

<b>Source Fiscal Year</b>	<b>Funding Source</b>	<b>Eligible Use of Funds</b>	<b>Estimated Funding Amount</b>	<b>Match Amount</b>	<b>Local Benefit</b>
2019	FAST Act NHTSA	Distracted Driving	\$300,000.00		\$0.00

## Major purchases and dispositions

Click **Add New** to enter equipment with a useful life of more than one year and an acquisition cost of **\$5,000 or more**.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
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No records found.

### 5.2.2 Countermeasure Strategy: (DD) Evaluation

**Program area**                      Distracted Driving

**Countermeasure strategy**    (DD) Evaluation

**Innovative countermeasure strategies are countermeasure strategies which have not yet been proven effective in the highway safety arena but show potential based on limited practical application. Justification of innovative countermeasure strategies can be based on past successes when applied to other behavioral safety problems.**

Is this countermeasure strategy innovative?

No

**Is this countermeasure strategy part of the planned high visibility enforcement strategies that support national mobilizations? § 1300.11(d)(6)**

No

**Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]**

No

**Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification]**

No

**Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the seat belt enforcement criterion? § 1300.21(e)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d)(5), demonstrating that the**

**State conducts sustained enforcement (i.e., a program of recurring efforts throughout the fiscal year of the grant to promote seat belt and child restraint enforcement), and that based on the State's problem identification, involves law enforcement agencies responsible for seat belt enforcement in geographic areas in which at least 70 percent of either the State's unrestrained passenger vehicle occupant fatalities occurred or combined fatalities and serious injuries occurred]**

No

**Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the high risk population countermeasure programs criterion? § 1300.21(e)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs to improve seat belt and child restraint use for at least two of the following at-risk populations: (i) Drivers on rural roadways; (ii) Unrestrained nighttime drivers; (iii) Teenage drivers; (iv) Other high-risk populations identified in the occupant protection program area plan required under § 1300.21(d) (1)]**

No

**Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the comprehensive occupant protection program criterion? § 1300.21(e)(5)(ii)(B) [Countermeasure strategies (such as enforcement, education, communication, policies/legislation, partnerships/outreach), at the level of detail required under § 1300.11(d), designed to achieve the performance targets of the strategic plan]**

No

**Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]**

No

**Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]**

No

**Is this countermeasure strategy part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]**

No

## Countermeasure strategy description

**To describe the program area countermeasure strategy that will help the State complete its program and achieve specific performance targets, complete the following:**

**Enter assessment of the overall projected traffic safety impacts of the countermeasure strategy chosen and of the planned activities to be funded.**

Evaluation

This task provides funding for the DMV to estimate drowsy driving prevalence reported in crashes. It will also estimate the prevalence of one or more impairing substances (i.e., drugs or alcohol) among crash-involved drowsy drivers, as well as identify other ancillary factors that may be relevant to drowsy driving prevalence.

**Enter description of the linkage between program area problem identification data, performance targets, identified countermeasure strategy and allocation of funds to planned activities.**

Evaluation

Fund DMV's "Drowsy Driving" research project on prevalence of crash rates.

**Funded Grant Goals**

Reduce fatal collisions involving drivers using handheld cell phones by September 30, 2019.

Reduce injury collisions involving drivers using handheld cell phones by September 30, 2019.

Evidence of effectiveness

**Enter a rationale for selecting the countermeasure strategy and funding allocation for each planned activity.**

The evaluation is an essential component of determining the effectiveness of our Distracted Driving program.

Planned activities

**Select existing planned activities below and/or click Add New to enter and select planned activities that the State will conduct to support the countermeasure strategies within each program area to address its problems and achieve its performance targets.**

**Planned activities in countermeasure strategy**

Planned activity unique identifier	Planned Activity Name	Primary Countermeasure
(DD) Eva	(DD) Evaluation	

5.2.2.1 Planned Activity: (DD) Evaluation



Planned activity number (DD) Eva

Primary countermeasure strategy

**Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)**

No

**Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]**

No

**Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]**

No

**Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]**

No

**Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]**

No

**Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]**

No

**Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]**

No

**Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]**

No

**Enter description of the planned activity.**

This planned activity provides funding for the DMV to estimate drowsy driving prevalence reported in crashes. It will also estimate the prevalence of one or more impairing substances (i.e. drugs or alcohol) among crash-involved drowsy drivers as well as identify other ancillary factors that may be relevant to drowsy driving prevalence.

**Enter intended subrecipients.**

State Department of Motor Vehicles

**Countermeasure strategies**

**Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.**

**Countermeasure strategies in planned activities**

**Fiscal Year Countermeasure Strategy Name**

2019 (DD) Evaluation

**Funding sources**

**Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.**

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2019	FAST Act NHTSA 402	Distracted Driving (FAST)	\$100,000.00		\$0.00

**Major purchases and dispositions**

**Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.**

**Item Quantity Price Per Unit Total Cost NHTSA Share per unit NHTSA Share Total Cost**

No records found.

## 5.2.3 Countermeasure Strategy: (DD) Communication Campaign

Program area                      Distracted Driving

Countermeasure strategy    (DD) Communication Campaign

**Innovative countermeasure strategies are countermeasure strategies which have not yet been proven effective in the highway safety arena but show potential based on limited practical application. Justification of innovative countermeasure strategies can be based on past successes when applied to other behavioral safety problems.**

Is this countermeasure strategy innovative?

No

**Is this countermeasure strategy part of the planned high visibility enforcement strategies that support national mobilizations? § 1300.11(d)(6)**

Yes

**Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]**

No

**Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification]**

No

**Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the seat belt enforcement criterion? § 1300.21(e)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d)(5), demonstrating that the State conducts sustained enforcement (i.e., a program of recurring efforts throughout the fiscal year of the grant to promote seat belt and child restraint enforcement), and that based on the State's problem identification, involves law enforcement agencies responsible for seat belt enforcement in geographic areas in which at least 70 percent of either the State's unrestrained passenger vehicle occupant fatalities occurred or combined fatalities and serious injuries occurred]**

No

**Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the high risk population countermeasure programs criterion? § 1300.21(e)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs to improve seat belt and child restraint use for at least two of the following at-risk populations: (i) Drivers on**

rural roadways; (ii) Unrestrained nighttime drivers; (iii) Teenage drivers; (iv) Other high-risk populations identified in the occupant protection program area plan required under § 1300.21(d) (1)]

No

**Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the comprehensive occupant protection program criterion? § 1300.21(e)(5)(ii)(B) [Countermeasure strategies (such as enforcement, education, communication, policies/legislation, partnerships/outreach), at the level of detail required under § 1300.11(d), designed to achieve the performance targets of the strategic plan]**

No

**Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]**

No

**Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]**

No

**Is this countermeasure strategy part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]**

No

## Countermeasure strategy description

**To describe the program area countermeasure strategy that will help the State complete its program and achieve specific performance targets, complete the following:**

**Enter assessment of the overall projected traffic safety impacts of the countermeasure strategy chosen and of the planned activities to be funded.**

Education/Public Awareness

This task provides funding for safe driving education with a focus on work zone safety and young drivers. Projects include; the “*Be Work Zone Alert*” and “*Move Over*” campaigns, to emphasize work zone public safety. Other initiatives include teen and youth distracted driving awareness education programs. In addition, this task will provide funds to education on traffic safety to businesses and organizations.

**Enter description of the linkage between program area problem identification data, performance targets, identified countermeasure strategy and allocation of funds to planned activities.**

## Education/Public Awareness

Fund "Impact Teen Drivers" through a CHP grant that provides education to teens.

Fund traffic safety presentations to educate the public on the dangers of different types of distractions including: interacting with passengers/pets, using cellular phone, eating, smoking, attending to personal hygiene, reading, manipulating electronic equipment, and external visual distractions.

Fund "Statewide Traffic Safety Curriculum Development, Education and Training" through the University of California, San Diego that provides education to businesses and organizations as part of employee safety and wellness.

Fund Caltrans expansion of the "*Be Work Zone Alert*" and "*Move Over*" campaigns statewide.

Partner with Caltrans to illuminate "*Be Work Zone Alert*" and "*Move Over*" on approximately 625 fixed freeway changeable message signs during April's National Distracted Driving Awareness Month.

## Evidence of effectiveness

### Enter a rationale for selecting the countermeasure strategy and funding allocation for each planned activity.

This countermeasure strategy supports national campaigns such as; National Distracted Driving Month in April.

## Planned activities

**Select existing planned activities below and/or click Add New to enter and select planned activities that the State will conduct to support the countermeasure strategies within each program area to address its problems and achieve its performance targets.**

### Planned activities in countermeasure strategy

Planned activity unique identifier	Planned Activity Name	Primary Countermeasure
(DD) Edu	(DD) Education/Public Awareness	

#### 5.2.3.1 Planned Activity: (DD) Education/Public Awareness

**Planned activity name** (DD) Education/Public Awareness

**Planned activity number** (DD) Edu

**Primary countermeasure strategy**

### Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

No

**Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]**

No

**Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]**

No

**Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]**

No

**Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]**

No

**Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]**

No

**Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]**

No

**Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]**

No

**Enter description of the planned activity.**

This planned activity provides funding for safe driving education with a focus on work zone safety and young drivers. Projects include; the “Be Work Zone Alert” and “Move Over” campaigns to emphasize work zone public safety. Other initiatives include teen and youth distracted driving awareness education programs. In addition this task will provide funds to education on traffic safety to businesses and organizations.

### Enter intended subrecipients.

Various State / County and IHE Entities

### Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

### Countermeasure strategies in planned activities

#### Fiscal Year Countermeasure Strategy Name

2019 (DD) Communication Campaign

### Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2019	FAST Act NHTSA 402	Distracted Driving (FAST)	\$605,000.00		\$0.00
2019	FAST Act NHTSA 402	Paid Advertising (FAST)	\$200,000.00		\$0.00
2019	FAST Act NHTSA 402	Police Traffic Services (FAST)	\$500,000.00		\$0.00
2018	FAST Act 405e Special Distracted Driving	405e DD Law Enforcement (FAST)	\$800,000.00		

### Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
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No records found.

## 5.3 Program Area: Impaired Driving (Drug)

**Program area type** Impaired Driving (Drug)

**Will countermeasure strategies and planned activities be described in this plan to address the program area?**

Yes

**Is this program area part of the State occupant protection program area plan for a 405(b) application that identifies the safety problems to be addressed, performance measures and targets, and the countermeasure strategies and planned activities the State will implement to address those problems, at the level of detail required under § 1300.11(c) and (d)?**

No

### Problem identification

**Enter description and analysis of the State's highway safety problems (for this program area) as identified through an analysis of data, including but not limited to fatality, injury, enforcement, and judicial data, to be used as a basis for setting performance targets and developing countermeasure strategies.**

#### **PROBLEM IDENTIFICATION AND DATA ANALYSIS**

The use of cannabis, prescription drugs, and other drugs are increasingly prominent on our roadways, where 16.2 percent of the nation's 37,461 fatalities in 2016 were related to drug-involved driving. Driving can be impaired by a variety of legal and illegal drugs, substances, and medications. In the United States, several states have legalized the use of medical and/or recreational cannabis, increasing concerns about traffic safety. Aside from alcohol, cannabis is the most frequently detected drug in drivers who are in collisions. The impact of drugs on the brain and behavior varies considerably depending on the type of drug and how it is metabolized. There are also large variations across jurisdictions in the frequency of testing suspected impaired drivers for drugs, the consistency of laboratory drug testing practices, and the capacity of law enforcement.

Analyses from FARS presented in the drug-impaired program area include fatalities in collisions that involved a fatally injured driver who tested positive for a drug that could cause impairment. Analyses from SWITRS presented in this program area refer to drug-involvement and include fatal and severe injuries where law enforcement reported the driver to be under the influence of drugs. Collisions in the program area are defined as where one or more drivers tested positive for a drug that could cause impairment or driving under the influence of drugs, depending on which data set is used.

#### **National**

In the United States, 6,058 people were killed in drug-involved collisions in 2016, a 9.5 percent decrease from 6,696 in 2015, and a 7.6 percent increase from 5,630 in 2012.

In 2016, of fatally injured drivers with known drug tests, 42.7 percent were positive for drugs – legal and illegal.



The Substance Abuse and Mental Health Services Administration's (SAMHSA) *2016 National Survey of Drug Use and Health* estimated that 11.8 million people drove under the influence of selected illicit drugs in 2016, including marijuana, cocaine, heroin, hallucinogen, inhalant, and methamphetamine. While data on self-reported drug use has usefulness, it may be under-reported.

NHTSA's *2015 Drug and Alcohol Crash Risk: A Case-Control Study* found that delta-9-tetrahydrocannabinol (THC) was the illicit drug found to be most commonly used by drivers but was not associated with an increase in crash risk.

NHTSA's *2013-14 National Roadside Survey of Alcohol and Drug Use by Drivers* found nearly one in four drivers (22.4 percent of weekday daytime drivers and 22.5 percent of weekend nighttime drivers) in the United States tested positive for at least one potentially impairing drug, either illegal or medication.

Alcohol use in combination with drug use increases impairment. In 2014, over half of those reporting that they drove under the influence of drugs also reported that they drove under the simultaneous influence of alcohol and drugs. While generally understood as unsafe, research is shedding more light on the specific dangers of driving under the influence of drugs and in combination with alcohol.

## California

In California, there were 352 fatalities in drug-involved collisions in 2016, a 51.9 percent decrease from 732 in 2014 and a 33.8 percent decrease from 532 in 2012. The 2015 FARS figure nearly doubled between the preliminary Annual Report File and the Final Report released, so the 2016 FARS figure may change substantially.

California's *2012 Roadside Survey of Alcohol and Drug Use by Drivers* found drug prevalence to be 14.0 percent, twice that of alcohol at 7.3 percent. This study did not examine if drivers were impaired by the substance, but only for the presence of a possible impairing substance. NHTSA's *2013-2014 National Roadside Survey of Alcohol and Drug Use by Drivers* supports this finding: of weekend nighttime drivers tested, 8.3 percent were alcohol positive while 15.2 percent tested positive for cannabis or any illegal drug and 7.3 percent tested positive for only medications.

In 2016, California voters passed a ballot initiative that legalized the sale and use of recreational cannabis. In 2018, the legal sale of cannabis began in some jurisdictions. Based on patterns following similar laws in Colorado and Washington, the number of drug-impaired drivers is expected to increase.

## Performance measures

**Select at least one performance measure that is data-driven, that enables the State to track progress toward meeting the quantifiable annual target. For program areas where performance measures have not been jointly developed (e.g., distracted driving, drug-impaired driving) for which States are using HSP funds, the State shall develop its own performance measures and performance targets that are data-driven.**

## Performance Measures in Program Area

Fiscal Year	Performance Measure Name	Target Period(Performance Target)	Target End Year	Target Value(Performance Target)
2019	Drug-Impaired Driving	Annual	2019	40.7

## Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies to submit for program area.

## Countermeasure Strategies in Program Area

Fiscal Year	Countermeasure Strategy Name
2019	(DI) Vertical Prosecution
2019	(DI) Training
2019	(DI) Judicial
2019	(DI) Evaluation
2019	(DI) Education/Public Awareness

### 5.3.1 Countermeasure Strategy: (DI) Vertical Prosecution

**Program area** Impaired Driving (Drug)

**Countermeasure strategy** (DI) Vertical Prosecution

**Innovative countermeasure strategies are countermeasure strategies which have not yet been proven effective in the highway safety arena but show potential based on limited practical application. Justification of innovative countermeasure strategies can be based on past successes when applied to other behavioral safety problems.**

Is this countermeasure strategy innovative?

No

**Is this countermeasure strategy part of the planned high visibility enforcement strategies that support national mobilizations? § 1300.11(d)(6)**

No

**Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Countermeasure strategies and planned**

**activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]**

No

**Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification]**

No

**Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the seat belt enforcement criterion? § 1300.21(e)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d)(5), demonstrating that the State conducts sustained enforcement (i.e., a program of recurring efforts throughout the fiscal year of the grant to promote seat belt and child restraint enforcement), and that based on the State's problem identification, involves law enforcement agencies responsible for seat belt enforcement in geographic areas in which at least 70 percent of either the State's unrestrained passenger vehicle occupant fatalities occurred or combined fatalities and serious injuries occurred]**

No

**Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the high risk population countermeasure programs criterion? § 1300.21(e)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs to improve seat belt and child restraint use for at least two of the following at-risk populations: (i) Drivers on rural roadways; (ii) Unrestrained nighttime drivers; (iii) Teenage drivers; (iv) Other high-risk populations identified in the occupant protection program area plan required under § 1300.21(d)(1)]**

No

**Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the comprehensive occupant protection program criterion? § 1300.21(e)(5)(ii)(B) [Countermeasure strategies (such as enforcement, education, communication, policies/legislation, partnerships/outreach), at the level of detail required under § 1300.11(d), designed to achieve the performance targets of the strategic plan]**

No

**Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]**

No

**Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Countermeasure strategies and**

**planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]**

No

**Is this countermeasure strategy part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]**

No

## Countermeasure strategy description

**To describe the program area countermeasure strategy that will help the State complete its program and achieve specific performance targets, complete the following:**

**Enter assessment of the overall projected traffic safety impacts of the countermeasure strategy chosen and of the planned activities to be funded.**

Vertical Prosecution

This task will fund vertical prosecution grants where specialized teams will be assigned to prosecute alcohol and drug-impaired driving cases. The prosecution teams will handle cases throughout each step of the criminal process. Prosecution team members will work to increase the capabilities of the team, the office and local law enforcement by obtaining and delivering specialized training. Team members will share information with peers and law enforcement personnel throughout the county and across the state. The prosecutor's offices will accomplish these objectives as a means to prevent impaired-driving and reduce alcohol and drug-involved traffic fatalities and injuries.

**Enter description of the linkage between program area problem identification data, performance targets, identified countermeasure strategy and allocation of funds to planned activities.**

Vertical Prosecution

Provide funding for vertical prosecution grants to prosecute alcohol and drug-impaired driving cases.

## Evidence of effectiveness

**Enter a rationale for selecting the countermeasure strategy and funding allocation for each planned activity.**

This countermeasure strategy in the past improved the collaboration between law enforcement, prosecutors, and criminalists.

## Planned activities

**Select existing planned activities below and/or click Add New to enter and select planned activities that the State will conduct to support the countermeasure strategies within each program area to address its problems and achieve its performance targets.**

## Planned activities in countermeasure strategy

**Planned activity unique identifier**   **Planned Activity Name**   **Primary Countermeasure**

(DI) Ver

(DI) Vertical Prosecution

### 5.3.1.1 Planned Activity: (DI) Vertical Prosecution

**Planned activity name**   (DI) Vertical Prosecution

**Planned activity number**   (DI) Ver

**Primary countermeasure strategy**

**Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)**

No

**Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]**

No

**Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]**

No

**Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]**

No

**Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]**

No

**Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]**

No

**Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]**

No

**Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]**

No

#### **Enter description of the planned activity.**

This planned activity will fund vertical prosecution grants where specialized teams will be assigned to prosecute alcohol and drug-impaired driving cases. The prosecution teams will handle cases throughout each step of the criminal process. Prosecution team members will work to increase the capabilities of the team the office and local law enforcement by obtaining and delivering specialized training. Team members will share information with peers and law enforcement personnel throughout the county and across the state. The prosecutor's offices will accomplish these objectives as a means to prevent impaired-driving and reduce alcohol and drug-involved traffic fatalities and injuries.

#### **Enter intended subrecipients.**

Various County and Local DA Offices

#### Countermeasure strategies

**Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.**

#### **Countermeasure strategies in planned activities**

<b>Fiscal Year</b>	<b>Countermeasure Strategy Name</b>
2019	(DI) Vertical Prosecution

#### Funding sources

**Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.**

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2019	FAST Act 405d Impaired Driving Low	405d Low Court Support	\$5,965,425.00		

## Major purchases and dispositions

Click **Add New** to enter equipment with a useful life of more than one year and an acquisition cost of **\$5,000** or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
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No records found.

## 5.3.2 Countermeasure Strategy: (DI) Training

**Program area** Impaired Driving (Drug)

**Countermeasure strategy** (DI) Training

**Innovative countermeasure strategies are countermeasure strategies which have not yet been proven effective in the highway safety arena but show potential based on limited practical application. Justification of innovative countermeasure strategies can be based on past successes when applied to other behavioral safety problems.**

Is this countermeasure strategy innovative?

No

**Is this countermeasure strategy part of the planned high visibility enforcement strategies that support national mobilizations? § 1300.11(d)(6)**

No

**Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]**

No

**Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and**

**maintaining a sufficient number of child passenger safety technicians based on the State's problem identification]**

No

**Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the seat belt enforcement criterion? § 1300.21(e)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d)(5), demonstrating that the State conducts sustained enforcement (i.e., a program of recurring efforts throughout the fiscal year of the grant to promote seat belt and child restraint enforcement), and that based on the State's problem identification, involves law enforcement agencies responsible for seat belt enforcement in geographic areas in which at least 70 percent of either the State's unrestrained passenger vehicle occupant fatalities occurred or combined fatalities and serious injuries occurred]**

No

**Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the high risk population countermeasure programs criterion? § 1300.21(e)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs to improve seat belt and child restraint use for at least two of the following at-risk populations: (i) Drivers on rural roadways; (ii) Unrestrained nighttime drivers; (iii) Teenage drivers; (iv) Other high-risk populations identified in the occupant protection program area plan required under § 1300.21(d)(1)]**

No

**Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the comprehensive occupant protection program criterion? § 1300.21(e)(5)(ii)(B) [Countermeasure strategies (such as enforcement, education, communication, policies/legislation, partnerships/outreach), at the level of detail required under § 1300.11(d), designed to achieve the performance targets of the strategic plan]**

No

**Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]**

No

**Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]**

No

**Is this countermeasure strategy part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Countermeasure strategies and planned activities, at the level of detail**



**required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]**

No

## Countermeasure strategy description

**To describe the program area countermeasure strategy that will help the State complete its program and achieve specific performance targets, complete the following:**

**Enter assessment of the overall projected traffic safety impacts of the countermeasure strategy chosen and of the planned activities to be funded.**

Training

This task provides for basic and instructor SFST, ARIDE, and DRE training and certification of law enforcement personnel, and DITEP training to educational professionals. In addition, funding is provided to the Orange County District Attorney's Office to continue the California TSRP Training Network who provides training to both prosecutors and law enforcement personnel. Funding is also provided to the DMV to provide uniform refresher training for Driver Safety Hearing Officers (DSHO) to reinforce administrative concepts for the basis of making quality decisions regarding the licensing of an individual. Training will include the introduction and/or interpretation of new laws and explanation of legal trends.

**Enter description of the linkage between program area problem identification data, performance targets, identified countermeasure strategy and allocation of funds to planned activities.**

Training

Fund basic SFST classes, training at least 1,000 law enforcement personnel, and SFST instructor classes, training at least 20 law enforcement personnel.

Fund ARIDE classes, training at least 1,100 law enforcement personnel.

Fund DRE school and certification instruction, training at least 400 law enforcement personnel, and DRE instructor classes, training at least 10 law enforcement personnel.

Fund DRE recertification classes, training at least 250 law enforcement personnel.

Fund alcohol wet lab and field certification training for Peace Officers Standards and Training DRE Academies.

Increase the number of certified DRE's and recertify DRE's statewide as necessary.

Fund Drug Impairment Training for Educational Professionals (DITEP) and other drug education training for health care and educational professionals.

Fund training events for criminologists in the attempt to standardize drug testing among the various crime labs statewide.

Fund two Driver Safety Hearing Officer Training Summits.

Advance the Traffic Safety Resource Prosecutor (TSRP) program by continuing the collaborative efforts with the Orange County District Attorney's office, who provides a training network for prosecutors and law enforcement.

## Evidence of effectiveness

### Enter a rationale for selecting the countermeasure strategy and funding allocation for each planned activity.

Training is one of our best countermeasures for law enforcement to properly enforce impaired driving laws.

## Planned activities

Select existing planned activities below and/or click Add New to enter and select planned activities that the State will conduct to support the countermeasure strategies within each program area to address its problems and achieve its performance targets.

### Planned activities in countermeasure strategy

Planned activity unique identifier	Planned Activity Name	Primary Countermeasure
(DI) Tra	(DI) Training	

#### 5.3.2.1 Planned Activity: (DI) Training

Planned activity name (DI) Training

Planned activity number (DI) Tra

Primary countermeasure strategy

**Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)**

No

**Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]**

No

**Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]**

No

**Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]**

No

**Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]**

No

**Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]**

No

**Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]**

No

**Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]**

No

#### **Enter description of the planned activity.**

This planned activity provides for basic and instructor SFST ARIDE and DRE training and certification of law enforcement personnel and DITEP training to educational professionals. In addition funding is provided to the Orange County District Attorney's Office to continue the California TSRP Training Network who provides training to both prosecutors and law enforcement personnel. Funding is also provided to the DMV to provide uniform refresher training for Driver Safety Hearing Officers (DSHO) to reinforce administrative concepts for the basis of making quality decisions regarding the licensing of an individual. Training will include the introduction and/or interpretation of new laws and explanation of legal trends.

#### **Enter intended subrecipients.**

Various State and County Entities

#### **Countermeasure strategies**

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

### Countermeasure strategies in planned activities

Fiscal Year Countermeasure Strategy Name

2019 (DI) Training

### Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2019	FAST Act 405d Impaired Driving Low	405d Low Drug and Alcohol Training	\$2,768,513.00		

### Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
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No records found.

### 5.3.3 Countermeasure Strategy: (DI) Judicial

Program area Impaired Driving (Drug)

Countermeasure strategy (DI) Judicial

**Innovative countermeasure strategies are countermeasure strategies which have not yet been proven effective in the highway safety arena but show potential based on limited practical application. Justification of innovative countermeasure strategies can be based on past successes when applied to other behavioral safety problems.**

Is this countermeasure strategy innovative?

No

**Is this countermeasure strategy part of the planned high visibility enforcement strategies that support national mobilizations? § 1300.11(d)(6)**

No

**Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]**

No

**Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification]**

No

**Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the seat belt enforcement criterion? § 1300.21(e)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d)(5), demonstrating that the State conducts sustained enforcement (i.e., a program of recurring efforts throughout the fiscal year of the grant to promote seat belt and child restraint enforcement), and that based on the State's problem identification, involves law enforcement agencies responsible for seat belt enforcement in geographic areas in which at least 70 percent of either the State's unrestrained passenger vehicle occupant fatalities occurred or combined fatalities and serious injuries occurred]**

No

**Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the high risk population countermeasure programs criterion? § 1300.21(e)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs to improve seat belt and child restraint use for at least two of the following at-risk populations: (i) Drivers on rural roadways; (ii) Unrestrained nighttime drivers; (iii) Teenage drivers; (iv) Other high-risk populations identified in the occupant protection program area plan required under § 1300.21(d)(1)]**

No

**Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the comprehensive occupant protection program criterion? § 1300.21(e)(5)(ii)(B) [Countermeasure strategies (such as enforcement, education, communication, policies/legislation, partnerships/outreach), at the level of detail required under § 1300.11(d), designed to achieve the performance targets of the strategic plan]**

No

**Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the**

**State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]**

No

**Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]**

No

**Is this countermeasure strategy part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]**

No

## Countermeasure strategy description

**To describe the program area countermeasure strategy that will help the State complete its program and achieve specific performance targets, complete the following:**

**Enter assessment of the overall projected traffic safety impacts of the countermeasure strategy chosen and of the planned activities to be funded.**

Judicial

This task will expand participation in the existing evidence-based therapeutic treatment court model focused on multiple DUI offenders. The program addresses the increase in fatalities and injuries resulting from collisions resulting from drivers with drugs and/or alcohol in their systems through a therapeutic treatment court model, which includes strict judicial and probation supervision, treatment, peer group counseling, drug/alcohol testing and other measures.

**Enter description of the linkage between program area problem identification data, performance targets, identified countermeasure strategy and allocation of funds to planned activities.**

Judicial

Continue evidence-based therapeutic treatment court model focused on multiple DUI offenders.

## Evidence of effectiveness

**Enter a rationale for selecting the countermeasure strategy and funding allocation for each planned activity.**

This countermeasure strategy is based on the DUI court program listed in NHTSA's "Countermeasures That Work". In this case we have modified the existing DUI court model for DUID cases.

## Planned activities

Select existing planned activities below and/or click **Add New** to enter and select planned activities that the State will conduct to support the countermeasure strategies within each program area to address its problems and achieve its performance targets.

### Planned activities in countermeasure strategy

Planned activity unique identifier	Planned Activity Name	Primary Countermeasure
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(DI) Jud

(DI) Judicial

#### 5.3.3.1 Planned Activity: (DI) Judicial

Planned activity name	(DI) Judicial
Planned activity number	(DI) Jud
Primary countermeasure strategy	

**Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)**

No

**Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]**

No

**Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]**

No

**Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]**

No

**Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]**

No

**Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]**

No

**Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]**

No

**Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]**

No

#### **Enter description of the planned activity.**

This planned activity will expand participation in the existing evidence-based therapeutic treatment court model focused on multiple DUI offenders. The program addresses the increase in fatalities and injuries resulting from collisions resulting from drivers with drugs and/or alcohol in their systems through a therapeutic treatment court model which includes strict judicial and probation supervision treatment peer group counseling drug/alcohol testing and other measures.

#### **Enter intended subrecipients.**

County Court

#### Countermeasure strategies

**Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.**

#### **Countermeasure strategies in planned activities**

Fiscal Year	Countermeasure Strategy Name
2019	(DI) Judicial

#### Funding sources

**Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.**



Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2019	164 Transfer Funds-AL	164 Alcohol	\$125,000.00		\$0.00
2019	FAST Act 405d Impaired Driving Low	405d Low Court Support	\$125,000.00		

## Major purchases and dispositions

**Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.**

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
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No records found.

## 5.3.4 Countermeasure Strategy: (DI) Evaluation

**Program area** Impaired Driving (Drug)

**Countermeasure strategy** (DI) Evaluation

**Innovative countermeasure strategies are countermeasure strategies which have not yet been proven effective in the highway safety arena but show potential based on limited practical application. Justification of innovative countermeasure strategies can be based on past successes when applied to other behavioral safety problems.**

Is this countermeasure strategy innovative?

No

**Is this countermeasure strategy part of the planned high visibility enforcement strategies that support national mobilizations? § 1300.11(d)(6)**

No

**Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]**

No

**Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Countermeasure strategies and planned**

**activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification]**

No

**Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the seat belt enforcement criterion? § 1300.21(e)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d)(5), demonstrating that the State conducts sustained enforcement (i.e., a program of recurring efforts throughout the fiscal year of the grant to promote seat belt and child restraint enforcement), and that based on the State's problem identification, involves law enforcement agencies responsible for seat belt enforcement in geographic areas in which at least 70 percent of either the State's unrestrained passenger vehicle occupant fatalities occurred or combined fatalities and serious injuries occurred]**

No

**Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the high risk population countermeasure programs criterion? § 1300.21(e)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs to improve seat belt and child restraint use for at least two of the following at-risk populations: (i) Drivers on rural roadways; (ii) Unrestrained nighttime drivers; (iii) Teenage drivers; (iv) Other high-risk populations identified in the occupant protection program area plan required under § 1300.21(d)(1)]**

No

**Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the comprehensive occupant protection program criterion? § 1300.21(e)(5)(ii)(B) [Countermeasure strategies (such as enforcement, education, communication, policies/legislation, partnerships/outreach), at the level of detail required under § 1300.11(d), designed to achieve the performance targets of the strategic plan]**

No

**Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]**

No

**Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]**

No

**Is this countermeasure strategy part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Countermeasure strategies and planned activities, at the level of detail**

**required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]**

No

## Countermeasure strategy description

**To describe the program area countermeasure strategy that will help the State complete its program and achieve specific performance targets, complete the following:**

**Enter assessment of the overall projected traffic safety impacts of the countermeasure strategy chosen and of the planned activities to be funded.**

Evaluation

This task provides for the continuation and enhancement of an intervention application for at-risk DUID drivers. Funding allows to the Orange County Crime Laboratory to continue the improvement of drug detection and evaluation of the expertise of forensic scientists.

**Enter description of the linkage between program area problem identification data, performance targets, identified countermeasure strategy and allocation of funds to planned activities.**

Evaluation

Convene periodic DUID Roundtable meetings and use the statewide DUID blueprint strategies as guiding principles for collaborating with stakeholders and making funding decisions.

Continue to improve drug detection methods in alcohol and drug-impaired driving.

## Evidence of effectiveness

**Enter a rationale for selecting the countermeasure strategy and funding allocation for each planned activity.**

This evaluation is to evaluate samples taken from alleged drugged-driving offenders. This is a crucial step for the prosecution and treatment of DUID offenders.

## Planned activities

**Select existing planned activities below and/or click Add New to enter and select planned activities that the State will conduct to support the countermeasure strategies within each program area to address its problems and achieve its performance targets.**

### Planned activities in countermeasure strategy

Planned activity unique identifier	Planned Activity Name	Primary Countermeasure
(DI) Eva	(DI) Evaluation	

### 5.3.4.1 Planned Activity: (DI) Evaluation

Planned activity name (DI) Evaluation

Planned activity number (DI) Eva

Primary countermeasure strategy

**Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)**

No

**Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]**

No

**Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]**

No

**Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]**

No

**Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]**

No

**Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]**

No

**Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail**

**required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]**

No

**Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]**

No

**Enter description of the planned activity.**

This planned activity provides for the continuation and enhancement of an intervention application for at-risk DUID drivers. Funding allows to the Orange County Crime Laboratory to continue the improvement of drug detection and evaluation of the expertise of forensic scientists.

**Enter intended subrecipients.**

County Sheriffs Department

**Countermeasure strategies**

**Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.**

**Countermeasure strategies in planned activities**

**Fiscal Year Countermeasure Strategy Name**

2019 (DI) Evaluation

**Funding sources**

**Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.**

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2019	FAST Act 405d Impaired Driving Low	405d Low Drug and Alcohol Training	\$316,000.00		

**Major purchases and dispositions**

**Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.**

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
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No records found.

### 5.3.5 Countermeasure Strategy: (DI) Education/Public Awareness

**Program area** Impaired Driving (Drug)

**Countermeasure strategy** (DI) Education/Public Awareness

**Innovative countermeasure strategies are countermeasure strategies which have not yet been proven effective in the highway safety arena but show potential based on limited practical application. Justification of innovative countermeasure strategies can be based on past successes when applied to other behavioral safety problems.**

Is this countermeasure strategy innovative?

No

**Is this countermeasure strategy part of the planned high visibility enforcement strategies that support national mobilizations? § 1300.11(d)(6)**

No

**Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]**

No

**Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification]**

No

**Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the seat belt enforcement criterion? § 1300.21(e)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d)(5), demonstrating that the State conducts sustained enforcement (i.e., a program of recurring efforts throughout the fiscal year of the grant to promote seat belt and child restraint enforcement), and that based on the State's problem identification, involves law enforcement agencies responsible for seat belt enforcement in geographic areas in which at least 70 percent of either the State's unrestrained passenger vehicle occupant fatalities occurred or combined fatalities and serious injuries occurred]**

No

**Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the high risk population countermeasure programs criterion? § 1300.21(e)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs to improve seat belt and child restraint use for at least two of the following at-risk populations: (i) Drivers on rural roadways; (ii) Unrestrained nighttime drivers; (iii) Teenage drivers; (iv) Other high-risk populations identified in the occupant protection program area plan required under § 1300.21(d)(1)]**

No

**Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the comprehensive occupant protection program criterion? § 1300.21(e)(5)(ii)(B) [Countermeasure strategies (such as enforcement, education, communication, policies/legislation, partnerships/outreach), at the level of detail required under § 1300.11(d), designed to achieve the performance targets of the strategic plan]**

No

**Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]**

No

**Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]**

No

**Is this countermeasure strategy part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]**

No

## Countermeasure strategy description

**To describe the program area countermeasure strategy that will help the State complete its program and achieve specific performance targets, complete the following:**

**Enter assessment of the overall projected traffic safety impacts of the countermeasure strategy chosen and of the planned activities to be funded.**

Education/Public Awareness

This task provides for a public awareness and education campaign on the dangers of drug-impaired driving, including illicit, prescription, and over-the-counter drugs, and the combination of these drugs with alcohol.

**Enter description of the linkage between program area problem identification data, performance targets, identified countermeasure strategy and allocation of funds to planned activities.**

Education/Public Awareness

Fund public awareness campaigns on the dangers of drug-impaired driving.

Increase public awareness through earned and social media stressing the dangers of driving while under the influence of cannabis, prescription, and illicit drugs, especially in combination with alcohol.

Continue a statewide collaboration with RADD to promote a model designated driver rewards programs with alcohol establishments as well as provide large scale, peer driven education programs on college campuses.

Evidence of effectiveness

**Enter a rationale for selecting the countermeasure strategy and funding allocation for each planned activity.**

This countermeasure strategy supports statewide drug-impaired campaigns.

Planned activities

**Select existing planned activities below and/or click Add New to enter and select planned activities that the State will conduct to support the countermeasure strategies within each program area to address its problems and achieve its performance targets.**

**Planned activities in countermeasure strategy**

Planned activity unique identifier	Planned Activity Name	Primary Countermeasure
(DI) Edu	(DI) Education/Public Awareness	

5.3.5.1 Planned Activity: (DI) Education/Public Awareness

**Planned activity name** (DI) Education/Public Awareness

**Planned activity number** (DI) Edu

**Primary countermeasure strategy**

**Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)**



No

**Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]**

No

**Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]**

No

**Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]**

No

**Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]**

No

**Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]**

No

**Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]**

No

**Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]**

No

**Enter description of the planned activity.**

This planned activity provides for a public awareness and education campaign on the dangers of drug-impaired driving including illicit prescription and over-the-counter drugs and the combination of these drugs with alcohol.

**Enter intended subrecipients.**

Various County and Local Public Health Entities

**Countermeasure strategies**

**Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.**

**Countermeasure strategies in planned activities****Fiscal Year Countermeasure Strategy Name**

2019 (DI) Education/Public Awareness

**Funding sources**

**Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.**

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2019	FAST Act NHTSA 402	Pedestrian/Bicycle Safety (FAST)	\$150,000.00		\$0.00
2019	FAST Act 405d Impaired Driving Low	405d Low Other Based on Problem ID (FAST)	\$789,000.00		
2019	FAST Act 405e Special Distracted Driving	405e Public Education (FAST)	\$300,000.00		

**Major purchases and dispositions**

**Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.**

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
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No records found.

**5.4 Program Area: Emergency Medical Services**

**Program area type** Emergency Medical Services

**Will countermeasure strategies and planned activities be described in this plan to address the program area?**

Yes

**Is this program area part of the State occupant protection program area plan for a 405(b) application that identifies the safety problems to be addressed, performance measures and targets, and the countermeasure strategies and planned activities the State will implement to address those problems, at the level of detail required under § 1300.11(c) and (d)?**

No

## Problem identification

**Enter description and analysis of the State's highway safety problems (for this program area) as identified through an analysis of data, including but not limited to fatality, injury, enforcement, and judicial data, to be used as a basis for setting performance targets and developing countermeasure strategies.**

### **PROBLEM IDENTIFICATION AND DATA ANALYSIS**

The Haddon Matrix is a model which applies basic principles of public health to motor vehicle-related injuries. It's based on three phases of a crash and the factors that impact the prevention, severity, and survivability of crashes. Applying the Haddon Matrix, Emergency Medical Services (EMS) play a critical role in all facets of the model, especially in the post-crash phase, as seen in the table below, to minimize the consequences of a crash. Response time, proximity to an appropriate trauma center, and access to first responders with the appropriate equipment and training are all key factors for reducing the chance of fatalities. In traffic safety, EMS is recognized as a critical component.

### **Haddon Matrix**

	Pre-Crash	Crash	Post-Crash
<b>Human Factors</b>	<ul style="list-style-type: none"> <li>• Education and licensing</li> <li>• Driver impairment</li> <li>• Crash avoidance maneuvers (braking, turning, etc.)</li> </ul>	<ul style="list-style-type: none"> <li>• Health at time of crash</li> <li>• Sitting properly in restraint</li> <li>• Impairment</li> </ul>	<ul style="list-style-type: none"> <li>• Response to EMS</li> <li>• Severity of injury</li> <li>• Type of injury</li> </ul>
<b>Vehicle/ Equipment Factors</b>	<ul style="list-style-type: none"> <li>• Crash avoidance equipment and technology (lights, tires, collision avoidance, etc.)</li> <li>• Vehicle design</li> <li>• Vehicle load</li> </ul>	<ul style="list-style-type: none"> <li>• Speed of travel</li> <li>• Functioning of safety equipment (seat belts, air bags, child restraints)</li> <li>• Energy absorption of vehicle</li> </ul>	<ul style="list-style-type: none"> <li>• Ease of extraction from vehicle</li> <li>• Integrity of fuel systems and battery systems</li> </ul>
<b>Physical Environment</b>	<ul style="list-style-type: none"> <li>• Road hazards</li> <li>• Distractions</li> <li>• Weather conditions</li> </ul>	<ul style="list-style-type: none"> <li>• Roadside features</li> <li>• Guardrails</li> <li>• Type and size of object struck</li> </ul>	<ul style="list-style-type: none"> <li>• Distance of EMS personnel</li> <li>• Notification of EMS personnel</li> <li>• Accessibility to crash victims</li> </ul>
<b>Social/ Economic</b>	<ul style="list-style-type: none"> <li>• Enforcement activities</li> <li>• Insurance incentives</li> <li>• Social norming</li> <li>• Ability to use safety equipment appropriately</li> </ul>	<ul style="list-style-type: none"> <li>• Laws concerning use of safety equipment</li> </ul>	<ul style="list-style-type: none"> <li>• Trauma system equipment, personnel, training</li> <li>• Information sharing</li> </ul>

## National

In 2016, there were 34,439 fatal crashes and countless more injury crashes in the United States. As seen in the Haddon Matrix, increased coordination between first responders, hospitals, and other traffic safety stakeholders, along with better-quality EMS data collection, would enhance planning efforts to improve first responder time to collisions. In emergency medicine, practitioners have a “golden hour”, sometimes less, following the traumatic injury sustained wherein prompting medical attention offers the highest chance to prevent death. Thus, improved timeliness and technologies, proximity to care, and roadway access increase a victim’s chance of survivability.

Traffic incidents put travelers’ and responders’ lives at risk; the corresponding congestion can lead to secondary crashes that further increase safety risk and economic costs. The National Traffic Incident Management (TIM) Responder Training was developed to help first responders quickly detect, respond to, and remove traffic incidents to restore traffic capacity as quickly and safely as possible. The Federal Highway Administration (FHWA) has prioritized TIM under its “Every Day Counts” initiatives since 2012. They are currently working to improve its data collection and encouraging the adoption of three national TIM performance measures: reducing roadway clearance time, incident clearance time, and the number of secondary crashes.

## California

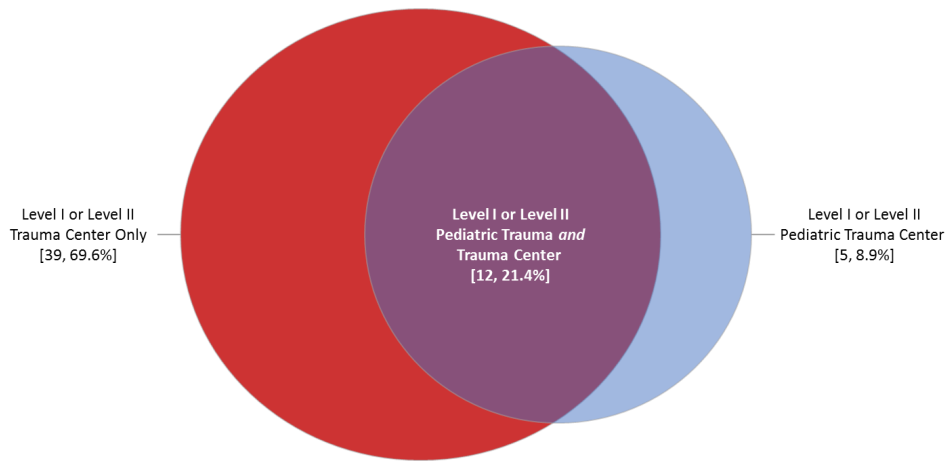
### State Emergency Medical Services System

California's EMS system management has 33 local EMS systems that serve all 58 counties through seven regional EMS systems and 26 single-county agencies. Regional systems are usually comprised of smaller, more rural counties, whereas single-county systems are generally in larger and more urban counties. Of the seven regional EMS systems, six are multicounty agencies, which serve 30 counties in rural areas that have substantial tourism.

As of November 2017, the state's trauma center network is comprised of 81 hospitals and admit over 70,000 trauma patients per year, though not all related to motor vehicle collisions. Over two-thirds (69.1 percent) offer Level I or Level II trauma services alongside other comprehensive resources needed for providing definitive care and over one-fifth (21.0 percent) are designated pediatric trauma centers. Six counties do not have a designated trauma center within their boundaries but have approved trauma plans. Rural California faces more barriers to trauma care due to limited access to higher level trauma centers and more remote distances to care.

Of the 56 licensed hospitals designated as a trauma center, over one-fifth (21.4 percent) are designated as *both* a Level I or Level II trauma center *and* a Level I or Level II pediatric trauma center.

### Trauma Centers in California by Designation



State Traffic Incident Management

In California in 2016, there were 3,623 fatalities from motor vehicle collisions and 13,171 severe injuries.

Since a typical crash response in California puts fifteen people (including numerous law enforcement, fire department, EMS, towing, and Caltrans responders) potentially in harm’s way and an injury collision occurs every three minutes, a responder is in harm’s way 2.7 million times each year in California. On California’s highways between 2010 and June 2017, there have been 30 responders killed in the line of duty. As of January 2018, California has 19,895 first responders trained in Strategic Highway Research Project-2 TIM, which represents 27.9 percent of the workforce and approaches the national goal of 30 percent. By improving TIM training, California could reduce congestion related to traffic crashes and the risk of secondary collisions.

Performance measures

Select at least one performance measure that is data-driven, that enables the State to track progress toward meeting the quantifiable annual target. For program areas where performance measures have not been jointly developed (e.g., distracted driving, drug-impaired driving) for which States are using HSP funds, the State shall develop its own performance measures and performance targets that are data-driven.

Performance Measures in Program Area

Fiscal Year	Performance Measure Name	Target Period(Performance Target)	Target End Year	Target Value(Performance Target)
2019	Emergency Medical Services	Annual	2019	4.5

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies to submit for program area.

## Countermeasure Strategies in Program Area

Fiscal Year	Countermeasure Strategy Name
2019	(EM) First Responder Equipment and Training

### 5.4.1 Countermeasure Strategy: (EM) First Responder Equipment and Training

Program area	Emergency Medical Services
Countermeasure strategy	(EM) First Responder Equipment and Training

**Innovative countermeasure strategies are countermeasure strategies which have not yet been proven effective in the highway safety arena but show potential based on limited practical application. Justification of innovative countermeasure strategies can be based on past successes when applied to other behavioral safety problems.**

Is this countermeasure strategy innovative?

No

**Is this countermeasure strategy part of the planned high visibility enforcement strategies that support national mobilizations? § 1300.11(d)(6)**

No

**Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]**

No

**Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification]**

No

**Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the seat belt enforcement criterion? § 1300.21(e)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d)(5), demonstrating that the State conducts sustained enforcement (i.e., a program of recurring efforts throughout the fiscal year of the grant to promote seat belt and child restraint enforcement), and that based on the State's problem identification, involves law enforcement agencies responsible for seat belt enforcement in geographic areas in which at least 70 percent of either the State's unrestrained**

**passenger vehicle occupant fatalities occurred or combined fatalities and serious injuries occurred]**

No

**Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the high risk population countermeasure programs criterion? § 1300.21(e)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs to improve seat belt and child restraint use for at least two of the following at-risk populations: (i) Drivers on rural roadways; (ii) Unrestrained nighttime drivers; (iii) Teenage drivers; (iv) Other high-risk populations identified in the occupant protection program area plan required under § 1300.21(d) (1)]**

No

**Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the comprehensive occupant protection program criterion? § 1300.21(e)(5)(ii)(B) [Countermeasure strategies (such as enforcement, education, communication, policies/legislation, partnerships/outreach), at the level of detail required under § 1300.11(d), designed to achieve the performance targets of the strategic plan]**

No

**Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]**

No

**Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]**

No

**Is this countermeasure strategy part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]**

No

## Countermeasure strategy description

**To describe the program area countermeasure strategy that will help the State complete its program and achieve specific performance targets, complete the following:**

**Enter assessment of the overall projected traffic safety impacts of the countermeasure strategy chosen and of the planned activities to be funded.**



## First Responder Equipment

Provide funds for regional grants for the purchase of hydraulic and pneumatic extrication equipment.

Promote state-certified extrication training programs.

Promote partnerships to support and coordinate comprehensive and integrated injury control systems.

Promote public/private partnerships.

Promote community involvement in traffic safety.

Provide funds for advanced training in modern rescue techniques, including new car technology and the requisite difficulties and dangers associated with airbags, hybrid vehicles, fuel cell technology, and similar high-tech automobiles and devices.

## **Enter description of the linkage between program area problem identification data, performance targets, identified countermeasure strategy and allocation of funds to planned activities.**

### **Funded Grant Goal**

Decrease the average response time for the arrival of appropriate equipment at collision sites in rural areas by September 30, 2019.

Decrease the average extrication time, from the time of arrival at the crash site to transport, by September 30, 2019.

## Evidence of effectiveness

### **Enter a rationale for selecting the countermeasure strategy and funding allocation for each planned activity.**

Agencies were selected to purchase and distribute extrication equipment to city, county, and volunteer fire departments. The goals of these grants are to improve EMS delivery to traffic collision victims and to reduce response times for the arrival of appropriate equipment to the scene and/or the extrication of collision victims.

## Planned activities

**Select existing planned activities below and/or click Add New to enter and select planned activities that the State will conduct to support the countermeasure strategies within each program area to address its problems and achieve its performance targets.**

### **Planned activities in countermeasure strategy**

**Planned activity unique identifier**

**Planned Activity Name**

**Primary Countermeasure**

(EMS) Fi

(EMS) First Responder Equipment and Training

### 5.4.1.1 Planned Activity: (EMS) First Responder Equipment and Training

**Planned activity name** (EMS) First Responder Equipment and Training

**Planned activity number** (EMS) Fi

**Primary countermeasure strategy**

**Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)**

No

**Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]**

No

**Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]**

No

**Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]**

No

**Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]**

No

**Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]**

No

**Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]**

No

**Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]**

No

### **Enter description of the planned activity.**

Agencies were selected to purchase and distribute extrication equipment to city county and volunteer fire departments. The goals of these grants are to improve EMS delivery to traffic collision victims and to reduce response times for the arrival of appropriate equipment to the scene and/or the extrication of collision victims.

### **Enter intended subrecipients.**

Various County and Local Fire Protection Districts

## Countermeasure strategies

**Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.**

### **Countermeasure strategies in planned activities**

<b>Fiscal Year</b>	<b>Countermeasure Strategy Name</b>
2019	(EM) First Responder Equipment and Training

## Funding sources

**Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.**

<b>Source Fiscal Year</b>	<b>Funding Source</b>	<b>Eligible Use of Funds</b>	<b>Estimated Funding Amount</b>	<b>Match Amount</b>	<b>Local Benefit</b>
2019	FAST Act NHTSA 402	Emergency Medical Services (FAST)	\$635,500.00		\$0.00

## Major purchases and dispositions

**Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.**

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
EM19001 Fully Equipped Extrication System	3	\$31,000.00	\$93,000.00		
EM19002 Fully Equipped Extrication System	2	\$42,800.00	\$85,600.00		
EM19002 Air Bag Lift System	2	\$7,200.00	\$14,400.00		
EM19003 Fully Equipped Extrication System	3	\$30,000.00	\$90,000.00		
EM19004 Air Bag Lift System	5	\$5,300.00	\$26,500.00		
EM19005 Air Bag Lift System	3	\$13,167.00	\$39,501.00		
EM19006 Fully Equipped Extrication System	1	\$19,200.00	\$19,200.00		
EM19007 Fully Equipped Extrication System	2	\$35,000.00	\$70,000.00		
EM19008 Fully Equipped Extrication System	2	\$32,000.00	\$64,000.00		
EM19008 Air Bag Lift System	2	\$8,000.00	\$16,000.00		
EM19009 Fully Equipped Extrication System	2	\$17,500.00	\$35,000.00		
EM19010 Fully Equipped Extrication System	2	\$25,000.00	\$50,000.00		

## 5.5 Program Area: Motorcycle Safety

**Program area type** Motorcycle Safety

**Will countermeasure strategies and planned activities be described in this plan to address the program area?**

Yes

**Is this program area part of the State occupant protection program area plan for a 405(b) application that identifies the safety problems to be addressed, performance measures and targets, and the countermeasure strategies and planned activities the State will implement to address those problems, at the level of detail required under § 1300.11(c) and (d)?**

No

## Problem identification

**Enter description and analysis of the State's highway safety problems (for this program area) as identified through an analysis of data, including but not limited to fatality, injury, enforcement, and judicial data, to be used as a basis for setting performance targets and developing countermeasure strategies.**

### **PROBLEM IDENTIFICATION AND DATA ANALYSIS**

Collisions involving motorcycles are a major traffic safety concern in the United States. Since motorcycle riders are susceptible to injury during collisions, they comprise a disproportionate share of all injured and killed vehicle occupants. In 2016, motorcycle riders were 28 times more likely than passenger car occupants to be fatally injured in a traffic collision, per vehicle miles traveled. The primary countermeasures used to address this problem have included motorcycle helmet laws and other helmet-oriented programs, rider training and licensing programs, vehicle enhancements including anti-lock braking technology, rider conspicuity programs, campaigns to increase other road users' awareness of motorcycles, and campaigns to reduce impaired riding.

In 2016, the NOPUS reported that only 65.3 percent of motorcycle riders in the United States wore a helmet. In states with a universal helmet law, which requires all riders to use a helmet, the "known" helmet use rate among fatally injured motorcycle riders ranged from 66 percent to 100 percent in 2016. In states without a universal helmet law, the rate was lower and ranged widely from 0 percent to 69 percent in 2016. In California, which has a universal helmet law, the known helmet use rate among fatally injured California motorcycle riders in 2016 was high (95.3 percent). NHTSA estimates that helmets saved 308 lives in California in 2016, and 10 additional lives could have been saved if all motorcyclists wore helmets.

Analyses presented in the motorcycle program area include fatal and severe injuries to drivers and passengers riding motorcycles, three-wheel motorcycles, mopeds, motorized bicycles, off-road motorcycles, and other motored cycle type vehicles. Motorcycle collisions are defined as a collision where one or more victims is a motorcycle driver or passenger.

### **National**

In 2016, there were 5,286 motorcyclists killed on public roadways in the United States. This number reflects a 5.1 percent increase from 2015, when 5,029 motorcyclists were killed.

Alcohol use was common among motorcycle riders involved in fatal collisions – 25 percent of riders who died were alcohol-impaired, compared with 21 percent of drivers of passenger cars.

Improper licensure is common among collision-involved motorcyclists in all regions of the nation. Over one-quarter, 27 percent, of motorcyclists involved in fatal collisions in 2016 were not properly licensed.

### **California**

Motorcycling is popular in California, with more motorcyclists than any other state. Since 2012, the state has seen a 22.6 percent increase in motorcycle fatalities from 447 in 2012 to 548 in 2016.

Of the fatalities in 2016, 25 motorcycle riders were not wearing helmets. This is down 21.9 percent from 32 fatally injured unhelmeted motorcycle riders in 2012.

### **State-level Analysis**

The figures in this section refer to drivers and passengers of motorcycles fatally injured in a collision in California in 2016. These numbers are the products of UCB SafeTREC analysis.

### **Fatal and Severe Injury Motorcycle Collisions**

Los Angeles, San Diego, Riverside, San Bernardino and Orange counties in Southern California, along with Sacramento and Alameda counties in Northern California, have the highest number of fatal and severe injuries among motorcyclists.

The rural counties of Sierra, Alpine, Trinity, Plumas, Tuolumne and Inyo have the highest rates of fatal and severe injuries per 100K population by county.

### **Primary Collision Factors of Motorcycle Fatal and Severe Injury Collisions**

Unsafe speed (30.8 percent of collisions), followed by improper turning (18.7 percent of collisions) and right-of-way violations by automobiles (18.4 percent of collisions) were the most frequent PCF for fatal and severe injury motorcyclist collisions.

### **Crash Types of Motorcycle Fatal and Severe Injury Collisions**

Broadside collisions comprised the most frequent crash type at 26.4 percent of motorcycle collisions, followed by overturned collisions, at 18.1 percent, hit objects, at 17.1 percent, rear-end, at 14.8 percent, and sideswipe, at 13.2 percent of collisions.

### **Time and Day of Motorcycle Fatal and Severe Injuries**

The number of injured riders is markedly higher between 3pm and 6pm, with 25.4 percent of fatal and severe injuries occurring in this period.

Fatal and severe injuries were highest on Saturday and Sunday, followed by Friday. These three days accounted for 52.6 percent of motorcycle fatal and severe injuries.

### **Motorcycle Fatal and Severe Injury Demographics**

The vast majority (92.0 percent) of fatal and severe motorcycle collision victims were males. Most of the victims, men or women, were aged 15 to 34, comprising 50.2 percent of all victims, while adults between the ages of 35-64

were 44.0 percent of the victims.

Race was not reported for 32.1 percent of the motorcycle fatalities. Of the 372 fatalities with a known race, 88.4 percent (or 329) were white.

### Location of Motorcycle Collision Victims

Over half (60.4 percent) of motorcycle fatal and severe injuries occurred in urban areas compared to 39.6 percent on rural roads. Only about 16 percent of travel took place on rural roads.

Just under half (49.1 percent) of all motorcycle fatalities occurred on non-interstate principal arterials. The next most common locations for motorcycle fatalities were non-interstate minor arterials, comprising 15.1 percent of fatalities and non-interstate collectors, comprising 14.6 percent of fatalities.

### Performance measures

**Select at least one performance measure that is data-driven, that enables the State to track progress toward meeting the quantifiable annual target. For program areas where performance measures have not been jointly developed (e.g., distracted driving, drug-impaired driving) for which States are using HSP funds, the State shall develop its own performance measures and performance targets that are data-driven.**

#### Performance Measures in Program Area

Fiscal Year	Performance Measure Name	Target Period(Performance Target)	Target End Year	Target Value(Performance Target)
2019	C-7) Number of motorcyclist fatalities (FARS)	5 Year	2019	485.0
2019	C-8) Number of unhelmeted motorcyclist fatalities (FARS)	5 Year	2019	25.0

### Countermeasure strategies

**Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies to submit for program area.**

#### Countermeasure Strategies in Program Area

Fiscal Year	Countermeasure Strategy Name
2019	(MC) Education/Public Awareness/Enforcement

## 5.5.1 Countermeasure Strategy: (MC) Education/Public Awareness/Enforcement

**Program area** Motorcycle Safety

**Countermeasure strategy** (MC) Education/Public Awareness/Enforcement

**Innovative countermeasure strategies are countermeasure strategies which have not yet been proven effective in the highway safety arena but show potential based on limited practical application. Justification of innovative countermeasure strategies can be based on past successes when applied to other behavioral safety problems.**

Is this countermeasure strategy innovative?

No

**Is this countermeasure strategy part of the planned high visibility enforcement strategies that support national mobilizations? § 1300.11(d)(6)**

No

**Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]**

No

**Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification]**

No

**Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the seat belt enforcement criterion? § 1300.21(e)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d)(5), demonstrating that the State conducts sustained enforcement (i.e., a program of recurring efforts throughout the fiscal year of the grant to promote seat belt and child restraint enforcement), and that based on the State's problem identification, involves law enforcement agencies responsible for seat belt enforcement in geographic areas in which at least 70 percent of either the State's unrestrained passenger vehicle occupant fatalities occurred or combined fatalities and serious injuries occurred]**

No

**Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the high risk population countermeasure programs criterion? § 1300.21(e)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs to improve seat belt and child restraint use for at least two of the following at-risk populations: (i) Drivers on**



rural roadways; (ii) Unrestrained nighttime drivers; (iii) Teenage drivers; (iv) Other high-risk populations identified in the occupant protection program area plan required under § 1300.21(d)(1)]

No

**Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the comprehensive occupant protection program criterion? § 1300.21(e)(5)(ii)(B) [Countermeasure strategies (such as enforcement, education, communication, policies/legislation, partnerships/outreach), at the level of detail required under § 1300.11(d), designed to achieve the performance targets of the strategic plan]**

No

**Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]**

Yes

**Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]**

No

**Is this countermeasure strategy part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]**

No

## Countermeasure strategy description

**To describe the program area countermeasure strategy that will help the State complete its program and achieve specific performance targets, complete the following:**

**Enter assessment of the overall projected traffic safety impacts of the countermeasure strategy chosen and of the planned activities to be funded.**

Education/Public Awareness/Enforcement

This task provides for comprehensive evaluation of motorcycle programs to improve and develop effective countermeasures to reach the increasing population of motorcyclists. Additionally, this task provides for enhanced enforcement; public awareness campaigns to increase driver awareness of motorcyclists; and to increase rider awareness of proper helmets, safety gear, and safe and sober riding. Further, technical support will be funded to collect additional motorcycle data and analysis to assist in the development of educational materials related to alcohol use, helmet use, and lane splitting.

**Enter description of the linkage between program area problem identification data, performance targets, identified countermeasure strategy and allocation of funds to planned activities.**

Education/Public Awareness/Enforcement

Continue public awareness efforts including outreach at a variety of motorcycle events providing information about training, DOT-compliant helmets and other protective gear, as well as safe and sober riding.

Conduct highly publicized motorcycle safety enforcement operations targeting impaired driving and riding, as well as PCF violations by riders and other vehicle drivers that contribute to motorcycle collisions.

Fund a project in the City/County of San Francisco utilizing partnerships between the Metropolitan Transportation Agency, Department of Public Health and the Police Department to research, develop and deliver a motorcycle safety education campaign and training curriculum to support behavioral changes to result in reduced motorcycle-involved collisions, injuries and fatalities.

Fund a public motorcycle training course "Live to Ride" through Hawthorne and Rialto Police Departments.

## Evidence of effectiveness

**Enter a rationale for selecting the countermeasure strategy and funding allocation for each planned activity.**

This countermeasure strategy is based on several programs listed in NHTSA's "Countermeasures That Work".

## Planned activities

**Select existing planned activities below and/or click Add New to enter and select planned activities that the State will conduct to support the countermeasure strategies within each program area to address its problems and achieve its performance targets.**

### Planned activities in countermeasure strategy

Planned activity unique identifier	Planned Activity Name	Primary Countermeasure
(MC) Edu	(MC) Education/Public Awareness and Enforcement	

#### 5.5.1.1 Planned Activity: (MC) Education/Public Awareness and Enforcement

<b>Planned activity name</b>	(MC) Education/Public Awareness and Enforcement
<b>Planned activity number</b>	(MC) Edu
<b>Primary countermeasure strategy</b>	

**Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)**

Yes

**Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]**

No

**Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]**

No

**Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]**

No

**Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]**

No

**Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]**

No

**Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]**

No

**Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]**

No

**Enter description of the planned activity.**

This planned activity provides for comprehensive evaluation of motorcycle programs to improve and develop effective countermeasures to reach the increasing population of motorcyclists. Additionally This planned activity provides for enhanced enforcement; public awareness campaigns to increase driver awareness of motorcyclists; and to increase rider awareness of proper helmets safety gear and safe and sober riding. Further technical support will be funded to collect additional motorcycle data and analysis to assist in the development of educational materials related to alcohol use helmet use and lane splitting.

**Enter intended subrecipients.**

Various State and Local Entities

**Countermeasure strategies**

**Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.**

**Countermeasure strategies in planned activities**

Fiscal Year	Countermeasure Strategy Name
2019	(MC) Education/Public Awareness/Enforcement

**Funding sources**

**Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.**

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2019	FAST Act NHTSA 402	Motorcycle Safety (FAST)	\$357,500.00		\$0.00
2019	FAST Act 405f Motorcycle Programs	405f Motorcyclist Training (FAST)	\$500,000.00		

**Major purchases and dispositions**

**Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.**

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
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No records found.

## 5.6 Program Area: Occupant Protection (Adult and Child Passenger Safety)

**Program area type** Occupant Protection (Adult and Child Passenger Safety)

**Will countermeasure strategies and planned activities be described in this plan to address the program area?**

Yes

**Is this program area part of the State occupant protection program area plan for a 405(b) application that identifies the safety problems to be addressed, performance measures and targets, and the countermeasure strategies and planned activities the State will implement to address those problems, at the level of detail required under § 1300.11(c) and (d)?**

Yes

### Problem identification

**Enter description and analysis of the State's highway safety problems (for this program area) as identified through an analysis of data, including but not limited to fatality, injury, enforcement, and judicial data, to be used as a basis for setting performance targets and developing countermeasure strategies.**

## OCCUPANT PROTECTION

### PROBLEM IDENTIFICATION AND DATA ANALYSIS

Restraint devices such as seat belts are a key element of motor vehicle occupant protection systems. Each year, NHTSA conducts the NOPUS that measures, among many variables, the use of seat belts by occupants age eight and older. The 2016 NOPUS reported a 90.1 percent front seat belt use rate for the nation as a whole, which reflects a 1.8 percent increase over the 88.5 percent reported in 2015. Front seat belt use was slightly higher among women, who were observed to use front seat belts at the rate of 92.5 percent compared with 88.2 percent for men. Front-seat occupants were more likely to use seat belts than rear-seat occupants; the front-seat belt use rate was 90.1 percent compared with 80.6 percent for rear-seat belt use. One strong determinant of seat belt use was the presence of a seat belt use law. States with a seat belt use law that applies to all vehicle occupants had a rear seat belt use rate of 83.9 percent compared to 75.7 percent in states requiring seat belt use in the front seat only.

Analyses presented in the occupant protection program area include fatal and severe injuries where a driver or passenger in a passenger vehicle was unrestrained. Occupant protection collisions in this report are defined as collisions where one or more drivers or passengers in a passenger vehicle was unrestrained. Under this program area, there is an additional analysis that addresses aging road users and child passenger safety.

### National

The fatality trends for unrestrained passenger vehicle occupants in California and in the United States are similar.

In the United States, there were 10,428 unrestrained passenger vehicle occupants killed in traffic collisions in 2016, a 4.6 percent increase from 9,968 in 2015.

In 2016, of the 21,710 passenger vehicle occupants with known restraint use killed in motor vehicle traffic collisions, 10,428 or 48.0 percent were known to be unrestrained.

In 2016, daytime restraint use was higher than nighttime; 31.0 percent of passenger vehicle occupants with known restraint use involved in a nighttime (6PM-5:59AM) fatal collision were unrestrained compared with 22.5 percent involved in a daytime (6AM-5:59PM) collision.

NHTSA estimated that, among passenger vehicle occupants aged five or older involved in traffic collisions, seat belt use saved 14,668 lives in 2016. In addition, if all passenger vehicle occupants aged five or older had been wearing seat belts, an additional 2,456 lives could have been saved in 2016.

## California

In California, there were 586 unrestrained occupants killed in traffic collisions in 2016, a 3.2 percent increase from 568 in 2015.

In 2016, California's front seat belt use was observed to be 96.5 percent, which was the second-highest use rate in the nation.

California's front seat belt use rate has been greater than 95 percent for the last nine years since 2008.

In 2016, seat belts saved 1,476 California passenger vehicle occupants, age five and older, involved in traffic collisions. If all vehicle occupants used seat belts, an additional 74 lives would have been saved.

## State-level Analysis

The figures in this section refer to unrestrained or improperly restrained passenger vehicle occupants fatally or severely injured in a collision, hereafter referred to as unrestrained occupant collisions, in California in 2016. These numbers are the products of UCB SafeTREC analysis.

## Fatal and Severe Injury Unrestrained Occupant Collisions

The number of unrestrained fatal and severe injuries varied among counties in the state of California. The numbers ranged from ten or fewer fatal or severely injured occupants in 21 counties, to over 100 in four counties. The counties with the highest numbers of unrestrained occupants with fatal or severe injuries were Los Angeles, San Bernardino, Riverside, and San Diego.

The state's highest per-population rates of fatal or severe injury among unrestrained occupants were found in rural counties in Northern California. The counties with the highest per-100,000 population rates were Trinity and

Sierra. A total of ten rural counties, all in Northern California, have rates greater than 15.8 fatal or severe injuries per-100,000 population.

### **Primary Collision Factors of Unrestrained Occupant Fatal and Severe Injury Collisions**

The most common PCF for unrestrained fatal and severe injury collisions were: driving or bicycling under the influence of alcohol or drugs at 38.4 percent, improper turning at 27.8 percent, and unsafe speed at 14.7 percent.

### **Collision Types of Unrestrained Occupant Fatal and Severe Injury Collisions**

Almost half, or 46.4 percent of all occupant protection fatal and severe injuries were due to hit object collisions, followed by overturned at 13.7 percent, rear end at 11.8 percent, and broadside at 11.6 percent.

### **Time and Day of Fatal and Severe Injury Unrestrained Occupant Victims**

Fatal and severe injuries among unrestrained occupants were more prevalent on Fridays, Saturdays, and Sundays, especially nighttime hours. These time periods coincide with high rates of alcohol-impaired driving.

### **Fatal and Severe Injury Unrestrained Occupant Victim Demographics**

Unrestrained occupant fatal and severe injury collision victims were predominantly young male adults age 15 to 34, comprising 40.4 percent of all victims.

Race was not reported for 29.2 percent of the unrestrained occupant fatalities. Of the 415 fatalities with a known race, 82.2 percent (or 341) were white.

### **Collision Location for Unrestrained Occupant Collision Victims**

Over half (54.7 percent) of unrestrained occupant fatalities and severe injuries occurred in rural areas compared to 45.3 percent on urban roads. Only about 16 percent of travel took place on rural roads.

Under half (42.0 percent) of all unrestrained occupant fatalities occurred on non-interstate principal arterials. The next most common locations for unrestrained occupant fatalities were on an interstate or on a non-interstate collector, both comprising 17.4 percent of fatalities.

### **Vehicle Types for Unrestrained Occupant Collision Victims**

By definition, all unrestrained occupant collision victims in this analysis were passenger vehicle occupants.

## **AGING ROAD USERS**

### **PROBLEM IDENTIFICATION AND DATA ANALYSIS**

The older adult population in the United States aged 65 and older is expected to almost double between 2012 and 2050, from 43.1 million to 83.7 million. In 2016, there were 6,764 people aged 65 or older killed in a traffic collision in the United States; this accounted for 18.1 percent of all traffic fatalities. To provide context, the overall older population accounts for 15.2 percent of people in the United States and 18.8 percent of all licensed drivers in 2016. California has the largest number of licensed drivers over age 65 in the nation with 3,999,876, or 15.3 percent of all licensed drivers in the state. However, as drivers age, physical and mental changes including reduced visual acuity, increased fragility, restricted movement, and cognitive impairment can directly and indirectly result in age-related driving impairments.

Analyses presented in this section include fatal and severe injuries to drivers, passengers, bicyclists, pedestrians, and other non-motor vehicle occupants aged 65 or older.

#### **National**

In 2016, there were 6,764 people age 65 and older killed in collisions in the United States, which is a 7 percent increase from 6,238 in 2015.

In 2016, people age 85 and older experienced the highest traffic fatality rate per 100,000 population among the older population.

Among those 65 and older, bicycle fatalities increased by 97 percent (from 66 to 130) and pedestrian fatalities increased by 27.3 percent (from 910 to 1,158) between 2007 and 2016.

Pedestrian fatalities for those age 65 and older increased 15.6 percent from 1,002 in 2015 to 1,158 in 2016. In 2016, nearly one-fifth (17.1 percent) of all pedestrian fatalities were people age 65 and older.

#### **California**

The figures in this section refer to aging road users injured in collisions in California in 2016. These numbers are the products of UCB SafeTREC analysis.

In 2016, there were 627 people age 65 and older killed in traffic collisions in California, which is a 15.3 percent increase from 544 in 2015.

Pedestrian fatalities aged 65 and older increased 13.0 percent, from 193 in 2015 to 218 in 2016.

#### **Fatal and Severe Injuries to Aging Road Users in California**



The highest numbers of aging road user fatalities and severe injuries were in the densely populated counties of Los Angeles, Orange, and San Diego.

Conversely, the rates of aging road user fatalities and severe injuries per 100,000 population were highest in the more rural northern and central counties of Sierra, Alpine, Inyo, and Trinity.

### **Primary Collision Factors of Aging Road Users Fatal and Severe Injury Collisions**

The top primary collision factors for older adults fatally and severely injured in traffic collisions were improper turning at 17.6 percent and unsafe speed at 15.9 percent.

### **Crash Types of Aging Road Users Fatal and Severe Injury Collisions**

The most common crash type for people aged 65 and older who were fatally or severely injured in a collision was a vehicle/pedestrian collision at 28 percent, followed by broadside at 20.0 percent.

### **Time and Day of Fatal and Severe Injury Aging Road Users Victims**

Nearly three-fourths (74.1 percent) of older adult fatal and severe injuries occurred during the daytime and twilight, between the hours of 9am and 9pm.

Fatal and severe injuries to older adults were evenly distributed throughout the week, with the lowest number of injury collisions on Mondays.

### **Fatal and Severe Injury Victim Demographics**

Of fatal and severe injuries to older adults, 60.6 percent occurred among men and 39.4 percent occurred among women.

Of the 627 fatalities among people aged 65 and older in California in 2016, race was unknown 39.2 percent of the time. Of the 381 cases in which race was known, 76.7 percent were White.

### **Location of Fatal Aging Road User Collisions**

Almost two-thirds (63.8 percent) of the fatal and severe injuries to people aged 65 and older occurred on urban roads, with the other 36.2 percent on rural roads.

Most of the fatalities to people aged 65 and older occurred on non-interstate principal arterials (44.0 percent), followed by non-interstate minor arterials (20.6 percent).

## Vehicle Type in Fatal Collisions

About half (50.6 percent) of the fatal injuries occurred in passenger vehicles, followed closely by non-motor vehicle occupants, such as pedestrians, bicycles, etc. (41.3 percent).

## Child Passenger Safety

Nationally, an average of three children age 14 and under were killed daily in traffic collisions in 2016. Across the age spectrum, child motor vehicle fatalities have generally decreased, with the highest decrease in fatalities among the '13-14' age group (48.9 percent decrease from 411 in 2007 to 210 in 2016). These fatality trends are in part due to child safety seats and lap/shoulder seat belt use. Of the 4,826 child passenger vehicle occupants who survived fatal collisions, 3,972 or 82.3 percent were known to be restrained.

### National

In 2016, there were 1,233 children age 14 and younger killed in motor vehicle collisions in the United States which accounts for 3.3 percent of all fatalities. This reflects a 7.8 percent increase from 1,144 in 2015.

Of the 751 child passenger vehicle occupants killed with known restraint use in 2016, 38.5 percent were unrestrained. The percent known to be unrestrained in child fatalities increased with age from 15.7 percent of infants under age one to 64.2 percent of youth age 13 to 14.

Among children under age five, an estimated 328 lives were saved in 2016 by restraint use. Of the 328 lives saved, 313 were due to child safety seats and 15 due to the use of adult seat belts.

### California

Fatal injuries to unrestrained child passengers through age 14 stayed relatively steady between 11 and 13 fatalities from 2012 to 2016, with a spike in 2013. Severe injuries to unrestrained children climbed steadily between 2014 and 2016, from 46 injuries in 2014 to 81 injuries in 2016.

Among children under age 5 in California, an estimated 37 lives were saved by child restraint use.

As of January 2017, children under age two must be rear facing in a car seat unless they weigh at least 40 pounds or are at least 40 inches tall (Vehicle Code § 27360).

Children under age eight must also be buckled into a car seat or booster seat in the back seat. Children over age eight, or 4'9" or taller, may use the vehicle seat belt system if it fits properly (Vehicle Code § 27363).

## State-level Analysis

The figures in this section refer to unrestrained passenger vehicle occupants fatally or severely injured in a collision in California in 2016. These numbers are the products of UCB SafeTREC analysis. Combined fatal and severe injury data comes from a state database (SWITRS) and may differ from fatality numbers that come from the national database (FARS).

### **Fatal and Severe Injuries to Unrestrained Child Passengers in California**

In 2016, based on federal data, there were 13 unrestrained children ages 14 or younger who were fatally injured in traffic collisions. This is an 8.3 percent increase from 12 in 2015 and an 18.2 percent increase from 11 in 2014.

In 2016, based on state data, there were 79 unrestrained children ages 14 or younger who were severely injured in traffic collisions. This is a 17.9 percent increase from 67 in 2015.

### **Primary Collision Factors of Unrestrained Child Passenger Fatal and Severe Injury Collisions**

The top two PCFs for unrestrained child passenger fatal and severe injury collisions were improper turning, at 33.0 percent, and driving or bicycling under the influence of alcohol or drugs, at 30.7 percent. These PCFs were followed in frequency by unsafe speed, traffic signals and signs, and automobile right of way.

### **Collisions Types of Unrestrained Child Passenger Fatal and Severe Injury Collisions**

The most common collision type for unrestrained child passengers who were fatally or severely injured was hitting an object, at 31.8 percent of fatal and severe injury collisions.

### **Time and Day of Fatal and Severe Injury Unrestrained Child Passenger Victims**

In California, 25.5 percent of fatal and severe injuries to unrestrained child passengers occurred between 9pm and midnight.

Fatal and severe injuries to unrestrained child passengers occurred most frequently on Saturdays, accounting for 34.0 percent of the total.

### **Age of Unrestrained Child Passenger Fatal and Severe Injury Collisions**

Between 2012 and 2016, unrestrained child passenger fatal and severe injuries peaked in the 4 to 7-year-old age group (35.1 percent of fatalities, or 33 children), followed by the 8 to 12-year-old age group (27.7 percent, or 26 children), and then the 1 to 3-year-old age group (21.3 percent, or 20 children).

## **Performance measures**

Select at least one performance measure that is data-driven, that enables the State to track progress toward meeting the quantifiable annual target. For program areas where performance measures have not been jointly developed (e.g., distracted driving, drug-impaired driving) for which States are using HSP funds, the State shall develop its own performance measures and performance targets that are data-driven.

### Performance Measures in Program Area

Fiscal Year	Performance Measure Name	Target Period(Performance Target)	Target End Year	Target Value(Performance Target)
2019	C-4) Number of unrestrained passenger vehicle occupant fatalities, all seat positions (FARS)	5 Year	2019	503.0
2019	B-1) Observed seat belt use for passenger vehicles, front seat outboard occupants (survey)	Annual	2019	97.5

### Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies to submit for program area.

### Countermeasure Strategies in Program Area

Fiscal Year	Countermeasure Strategy Name
2019	(OP) Statewide Usage Surveys
2019	(OP) Statewide Education
2019	(OP) Local Education
2019	(OP) Aging Road Users

### 5.6.1 Countermeasure Strategy: (OP) Statewide Usage Surveys

**Program area** Occupant Protection (Adult and Child Passenger Safety)

**Countermeasure strategy** (OP) Statewide Usage Surveys

**Innovative countermeasure strategies are countermeasure strategies which have not yet been proven effective in the highway safety arena but show potential based on limited practical application. Justification of innovative countermeasure strategies can be based on past successes when applied to other behavioral safety problems.**

Is this countermeasure strategy innovative?

No

**Is this countermeasure strategy part of the planned high visibility enforcement strategies that support national mobilizations? § 1300.11(d)(6)**

No

**Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]**

No

**Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification]**

No

**Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the seat belt enforcement criterion? § 1300.21(e)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d)(5), demonstrating that the State conducts sustained enforcement (i.e., a program of recurring efforts throughout the fiscal year of the grant to promote seat belt and child restraint enforcement), and that based on the State's problem identification, involves law enforcement agencies responsible for seat belt enforcement in geographic areas in which at least 70 percent of either the State's unrestrained passenger vehicle occupant fatalities occurred or combined fatalities and serious injuries occurred]**

No

**Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the high risk population countermeasure programs criterion? § 1300.21(e)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs to improve seat belt and child restraint use for at least two of the following at-risk populations: (i) Drivers on rural roadways; (ii) Unrestrained nighttime drivers; (iii) Teenage drivers; (iv) Other high-risk populations identified in the occupant protection program area plan required under § 1300.21(d)(1)]**

No

**Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the comprehensive occupant protection program criterion? § 1300.21(e)(5)(ii)(B) [Countermeasure strategies (such as enforcement, education, communication, policies/legislation, partnerships/outreach), at the level of detail required under § 1300.11(d), designed to achieve the performance targets of the strategic plan]**

No

**Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]**

No

**Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]**

No

**Is this countermeasure strategy part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]**

No

## Countermeasure strategy description

**To describe the program area countermeasure strategy that will help the State complete its program and achieve specific performance targets, complete the following:**

**Enter assessment of the overall projected traffic safety impacts of the countermeasure strategy chosen and of the planned activities to be funded.**

Statewide Usage Surveys

This task includes a grant for statewide observational seat belt, teen seat belt, and child safety seat usage rates.

**Enter description of the linkage between program area problem identification data, performance targets, identified countermeasure strategy and allocation of funds to planned activities.**

Statewide Usage Surveys

Conduct spring and summer statewide surveys of seat belt usage rate of front seat occupants and infant/toddlers in any vehicle position.

## Evidence of effectiveness

**Enter a rationale for selecting the countermeasure strategy and funding allocation for each planned activity.**

This countermeasure strategy fulfills NHTSA's requirement of an annual survey in the FAST Act.

## Planned activities

Select existing planned activities below and/or click **Add New** to enter and select planned activities that the State will conduct to support the countermeasure strategies within each program area to address its problems and achieve its performance targets.

### Planned activities in countermeasure strategy

Planned activity unique identifier	Planned Activity Name	Primary Countermeasure
(OP) StU	(OP) Statewide Usage Surveys	

#### 5.6.1.1 Planned Activity: (OP) Statewide Usage Surveys

Planned activity name (OP) Statewide Usage Surveys

Planned activity number (OP) StU

Primary countermeasure strategy

**Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)**

No

**Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]**

No

**Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]**

No

**Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]**

No

**Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]**

No

**Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]**

No

**Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]**

No

**Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]**

No

#### **Enter description of the planned activity.**

This planned activity includes a grant for statewide observational seat belt teen seat belt and child safety seat usage rates.

#### **Enter intended subrecipients.**

IHE

#### Countermeasure strategies

**Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.**

#### **Countermeasure strategies in planned activities**

<b>Fiscal Year</b>	<b>Countermeasure Strategy Name</b>
2019	(OP) Statewide Usage Surveys

#### Funding sources

**Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.**



Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2019	FAST Act 405b OP High	405b High Occupant Protection (FAST)	\$250,000.00		

## Major purchases and dispositions

**Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.**

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
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No records found.

## 5.6.2 Countermeasure Strategy: (OP) Statewide Education

**Program area** Occupant Protection (Adult and Child Passenger Safety)

**Countermeasure strategy** (OP) Statewide Education

**Innovative countermeasure strategies are countermeasure strategies which have not yet been proven effective in the highway safety arena but show potential based on limited practical application. Justification of innovative countermeasure strategies can be based on past successes when applied to other behavioral safety problems.**

Is this countermeasure strategy innovative?

No

**Is this countermeasure strategy part of the planned high visibility enforcement strategies that support national mobilizations? § 1300.11(d)(6)**

No

**Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]**

No

**Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification]**

No

**Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the seat belt enforcement criterion? § 1300.21(e)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d)(5), demonstrating that the State conducts sustained enforcement (i.e., a program of recurring efforts throughout the fiscal year of the grant to promote seat belt and child restraint enforcement), and that based on the State's problem identification, involves law enforcement agencies responsible for seat belt enforcement in geographic areas in which at least 70 percent of either the State's unrestrained passenger vehicle occupant fatalities occurred or combined fatalities and serious injuries occurred]**

No

**Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the high risk population countermeasure programs criterion? § 1300.21(e)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs to improve seat belt and child restraint use for at least two of the following at-risk populations: (i) Drivers on rural roadways; (ii) Unrestrained nighttime drivers; (iii) Teenage drivers; (iv) Other high-risk populations identified in the occupant protection program area plan required under § 1300.21(d) (1)]**

No

**Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the comprehensive occupant protection program criterion? § 1300.21(e)(5)(ii)(B) [Countermeasure strategies (such as enforcement, education, communication, policies/legislation, partnerships/outreach), at the level of detail required under § 1300.11(d), designed to achieve the performance targets of the strategic plan]**

No

**Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]**

No

**Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]**

No

**Is this countermeasure strategy part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]**

No

## Countermeasure strategy description

**To describe the program area countermeasure strategy that will help the State complete its program and achieve specific performance targets, complete the following:**

**Enter assessment of the overall projected traffic safety impacts of the countermeasure strategy chosen and of the planned activities to be funded.**

### Statewide Education

These grants conducted by the Department of Public Health and CHP will increase safety belt and child safety seat education. Activities include conducting media events, public information campaigns, child safety seat checkups, educational presentations, disseminating educational literature, providing NHTSA-Certified CPS Technician training, and distributing no-cost child safety seats to low-income families.

**Enter description of the linkage between program area problem identification data, performance targets, identified countermeasure strategy and allocation of funds to planned activities.**

### Child Passenger Safety

Maintain the levels of CPS Certified Technicians by providing NHTSA's standardized CPS Technician and Instructor Training Programs, and renewal and update classes.

Conduct at least 35 NHTSA standardized CPS Certification training courses.

Train a minimum of 700 new CPS Certified technicians.

Provide CPS Recertification training to at least 250 CPS technicians.

Provide technical webinars for CPS instructors and technicians.

Provide CPS educational resources to law enforcement and other agencies.

Provide a toll-free CPS Helpline in English and Spanish.

Conduct child safety seat education classes to low-income residents.

Conduct a minimum of 2,000 inspections to educate parents on the proper use of child safety seats in both rural and urban areas to low-income and at-risk families.

Conduct at least 200 child safety seat check-ups to educate parents on the proper use of child safety seats in both rural and urban areas to low-income and at-risk families.

Provide child safety seats to low-income families.

Maintain an active network of partnerships between local, state, and national agencies.

## Evidence of effectiveness

**Enter a rationale for selecting the countermeasure strategy and funding allocation for each planned activity.**

This countermeasure strategy is based on the Seatbelts and Child Restraints program listed in NHTSA's "Countermeasures That Work".

## Planned activities

**Select existing planned activities below and/or click Add New to enter and select planned activities that the State will conduct to support the countermeasure strategies within each program area to address its problems and achieve its performance targets.**

### Planned activities in countermeasure strategy

Planned activity unique identifier	Planned Activity Name	Primary Countermeasure
(OP) StE	(OP) Statewide Education	

#### 5.6.2.1 Planned Activity: (OP) Statewide Education

Planned activity name (OP) Statewide Education

Planned activity number (OP) StE

Primary countermeasure strategy

**Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)**

No

**Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]**

Yes

**Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]**

Yes

**Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]**

No

**Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]**

No

**Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]**

No

**Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]**

No

**Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]**

No

#### **Enter description of the planned activity.**

This planned activity conducted by the Department of Public Health and CHP will increase safety belt and child safety seat education. Activities include conducting media events public information campaigns child safety seat checkups educational presentations disseminating educational literature providing NHTSA-Certified CPS Technician training and distributing no-cost child safety seats to low-income families.

#### **Enter intended subrecipients.**

Various State Entities

#### **Countermeasure strategies**

**Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.**

#### **Countermeasure strategies in planned activities**

<b>Fiscal Year</b>	<b>Countermeasure Strategy Name</b>
2019	(OP) Statewide Education

## Funding sources

Click **Add New** to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2019	FAST Act 405b OP High	405b High Public Education (FAST)	\$1,150,000.00		

## Major purchases and dispositions

Click **Add New** to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
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No records found.

### 5.6.3 Countermeasure Strategy: (OP) Local Education

**Program area** Occupant Protection (Adult and Child Passenger Safety)

**Countermeasure strategy** (OP) Local Education

**Innovative countermeasure strategies are countermeasure strategies which have not yet been proven effective in the highway safety arena but show potential based on limited practical application. Justification of innovative countermeasure strategies can be based on past successes when applied to other behavioral safety problems.**

Is this countermeasure strategy innovative?

No

**Is this countermeasure strategy part of the planned high visibility enforcement strategies that support national mobilizations? § 1300.11(d)(6)**

No

**Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]**

Yes

**Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification]**

Yes

**Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the seat belt enforcement criterion? § 1300.21(e)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d)(5), demonstrating that the State conducts sustained enforcement (i.e., a program of recurring efforts throughout the fiscal year of the grant to promote seat belt and child restraint enforcement), and that based on the State's problem identification, involves law enforcement agencies responsible for seat belt enforcement in geographic areas in which at least 70 percent of either the State's unrestrained passenger vehicle occupant fatalities occurred or combined fatalities and serious injuries occurred]**

No

**Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the high risk population countermeasure programs criterion? § 1300.21(e)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs to improve seat belt and child restraint use for at least two of the following at-risk populations: (i) Drivers on rural roadways; (ii) Unrestrained nighttime drivers; (iii) Teenage drivers; (iv) Other high-risk populations identified in the occupant protection program area plan required under § 1300.21(d)(1)]**

No

**Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the comprehensive occupant protection program criterion? § 1300.21(e)(5)(ii)(B) [Countermeasure strategies (such as enforcement, education, communication, policies/legislation, partnerships/outreach), at the level of detail required under § 1300.11(d), designed to achieve the performance targets of the strategic plan]**

No

**Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]**

No

**Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]**

No

**Is this countermeasure strategy part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]**

No

## Countermeasure strategy description

**To describe the program area countermeasure strategy that will help the State complete its program and achieve specific performance targets, complete the following:**

**Enter assessment of the overall projected traffic safety impacts of the countermeasure strategy chosen and of the planned activities to be funded.**

### Local Education

These grants conducted by county health departments and cities include activities with schools, universities, churches, medical facilities, law enforcement, courts, media, civic groups, large and small businesses, governmental agencies, etc. These grants develop child safety seat programs that educate and train on the correct use of safety belts and child safety seats. Activities include conducting media events, public information campaigns, child safety seat checkups, educational presentations, providing NHTSA-Certified CPS technician training, disseminating educational literature, distributing no-cost child safety seats to low-income families, and serving as fitting stations.

**Enter description of the linkage between program area problem identification data, performance targets, identified countermeasure strategy and allocation of funds to planned activities.**

### Child Passenger Safety

Maintain the levels of CPS Certified Technicians by providing NHTSA's standardized CPS Technician and Instructor Training Programs, and renewal and update classes.

Conduct at least 35 NHTSA standardized CPS Certification training courses.

Train a minimum of 700 new CPS Certified technicians.

Provide CPS Recertification training to at least 250 CPS technicians.

Provide technical webinars for CPS instructors and technicians.

Provide CPS educational resources to law enforcement and other agencies.

Provide a toll-free CPS Helpline in English and Spanish.

Conduct child safety seat education classes to low-income residents.

Conduct a minimum of 2,000 inspections to educate parents on the proper use of child safety seats in both rural and urban areas to low-income and at-risk families.

Conduct at least 200 child safety seat check-ups to educate parents on the proper use of child safety seats in both rural and urban areas to low-income and at-risk families.



Provide child safety seats to low-income families.

Maintain an active network of partnerships between local, state, and national agencies.

#### Occupant Protection – General

Develop occupant protection educational programs among multicultural and diverse ethnic populations.

Urge the media to report occupant restraint usage as a part of every collision.

Target high-risk populations with education and enforcement to increase occupant protection use.

Improve occupant protection educational outreach.

Increase occupant protection enforcement and improve adjudication of violations.

Improve occupant protection data collection processes.

## Evidence of effectiveness

### Enter a rationale for selecting the countermeasure strategy and funding allocation for each planned activity.

This countermeasure strategy is based on the Seatbelts and Child Restraints program listed in NHTSA's "Countermeasures That Work".

## Planned activities

**Select existing planned activities below and/or click Add New to enter and select planned activities that the State will conduct to support the countermeasure strategies within each program area to address its problems and achieve its performance targets.**

### Planned activities in countermeasure strategy

Planned activity unique identifier	Planned Activity Name	Primary Countermeasure
(OP) Loc	(OP) Local Education	

#### 5.6.3.1 Planned Activity: (OP) Local Education

<b>Planned activity name</b>	(OP) Local Education
<b>Planned activity number</b>	(OP) Loc
<b>Primary countermeasure strategy</b>	

**Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)**

No

**Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]**

Yes

**Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]**

Yes

**Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]**

No

**Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]**

No

**Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]**

No

**Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]**

No

**Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]**

No

**Enter description of the planned activity.**

This planned activity conducted by county health departments and cities include activities with schools universities churches medical facilities law enforcement courts media civic groups large and small businesses governmental agencies etc. These grants develop child safety seat programs that educate and train on the correct use of safety belts and child safety seats. Activities include conducting media events public information campaigns child safety seat checkups educational presentations providing NHTSA-Certified CPS technician training disseminating educational literature distributing no-cost child safety seats to low-income families and serving as fitting stations.

**Enter intended subrecipients.**

Various County and Local Entities

**Countermeasure strategies**

**Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.**

**Countermeasure strategies in planned activities****Fiscal Year Countermeasure Strategy Name**

2019 (OP) Local Education

**Funding sources**

**Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.**

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2019	FAST Act 405b OP High	405b High Public Education (FAST)	\$1,558,000.00		

**Major purchases and dispositions**

**Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.**

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share	Total Cost
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No records found.

## 5.6.4 Countermeasure Strategy: (OP) Aging Road Users

**Program area** Occupant Protection (Adult and Child Passenger Safety)

**Countermeasure strategy** (OP) Aging Road Users

**Innovative countermeasure strategies are countermeasure strategies which have not yet been proven effective in the highway safety arena but show potential based on limited practical application. Justification of innovative countermeasure strategies can be based on past successes when applied to other behavioral safety problems.**

Is this countermeasure strategy innovative?

No

**Is this countermeasure strategy part of the planned high visibility enforcement strategies that support national mobilizations? § 1300.11(d)(6)**

No

**Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]**

No

**Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification]**

No

**Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the seat belt enforcement criterion? § 1300.21(e)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d)(5), demonstrating that the State conducts sustained enforcement (i.e., a program of recurring efforts throughout the fiscal year of the grant to promote seat belt and child restraint enforcement), and that based on the State's problem identification, involves law enforcement agencies responsible for seat belt enforcement in geographic areas in which at least 70 percent of either the State's unrestrained passenger vehicle occupant fatalities occurred or combined fatalities and serious injuries occurred]**

No

**Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the high risk population countermeasure programs criterion? § 1300.21(e)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs to improve seat belt and child restraint use for at least two of the following at-risk populations: (i) Drivers on**

rural roadways; (ii) Unrestrained nighttime drivers; (iii) Teenage drivers; (iv) Other high-risk populations identified in the occupant protection program area plan required under § 1300.21(d) (1)]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the comprehensive occupant protection program criterion? § 1300.21(e)(5)(ii)(B) [Countermeasure strategies (such as enforcement, education, communication, policies/legislation, partnerships/outreach), at the level of detail required under § 1300.11(d), designed to achieve the performance targets of the strategic plan]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this countermeasure strategy part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

## Countermeasure strategy description

To describe the program area countermeasure strategy that will help the State complete its program and achieve specific performance targets, complete the following:

Enter assessment of the overall projected traffic safety impacts of the countermeasure strategy chosen and of the planned activities to be funded.

Aging Road Users

This grant will provide training and public awareness to the community and stakeholders related to aging road users.

Enter description of the linkage between program area problem identification data, performance targets, identified countermeasure strategy and allocation of funds to planned activities.

Aging Road Users

Develop and disseminate education materials, programs and tools that explain how the aging process may affect safe driving.

Promote awareness of the impact that prescription and non-prescription medications and supplements have on aging road users.

Law enforcement training on how to recognize older drivers whose driving abilities have declined.

## Evidence of effectiveness

### Enter a rationale for selecting the countermeasure strategy and funding allocation for each planned activity.

This countermeasure strategy is based on the Older Drivers program listed in NHTSA's "Countermeasures That Work".

## Planned activities

Select existing planned activities below and/or click Add New to enter and select planned activities that the State will conduct to support the countermeasure strategies within each program area to address its problems and achieve its performance targets.

### Planned activities in countermeasure strategy

Planned activity unique identifier	Planned Activity Name	Primary Countermeasure
(OP) Agi	(OP) Aging Road Users	

#### 5.6.4.1 Planned Activity: (OP) Aging Road Users

Planned activity name (OP) Aging Road Users

Planned activity number (OP) Agi

Primary countermeasure strategy

**Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)**

No

**Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]**

No

**Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]**

No

**Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]**

No

**Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]**

No

**Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]**

No

**Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]**

No

**Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]**

No

**Enter description of the planned activity.**

This planned activity will provide training and public awareness to the community and stakeholders related to aging road users.

**Enter intended subrecipients.**

State Highway Patrol

## Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

### Countermeasure strategies in planned activities

#### Fiscal Year Countermeasure Strategy Name

2019 (OP) Aging Road Users

## Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2019	FAST Act 405b OP High	405b High Public Education (FAST)	\$150,000.00		

## Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
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No records found.

## 5.7 Program Area: Non-motorized (Pedestrians and Bicyclist)

**Program area type** Non-motorized (Pedestrians and Bicyclist)

**Will countermeasure strategies and planned activities be described in this plan to address the program area?**

Yes

**Is this program area part of the State occupant protection program area plan for a 405(b) application that identifies the safety problems to be addressed, performance measures and targets, and the countermeasure strategies and planned activities the State will implement to address those problems, at the level of detail required under § 1300.11(c) and (d)?**



No

## Problem identification

**Enter description and analysis of the State's highway safety problems (for this program area) as identified through an analysis of data, including but not limited to fatality, injury, enforcement, and judicial data, to be used as a basis for setting performance targets and developing countermeasure strategies.**

### **Pedestrian Safety**

Everyone is a pedestrian, whether or not walking is one's primary mode of travel. As a commute mode, walking is gaining in numbers. In its 2018 report, "Pedestrian Traffic Fatalities by State, 2017 Preliminary Data" the GHSA reports that pedestrian fatalities in the nation have increased disproportionately to other traffic deaths. Pedestrian fatalities as a proportion of total motor vehicle deaths increased from 11.4 percent in 2007 to 16.0 percent in 2016. Moreover, pedestrian fatalities increased 27.4 percent from 2007 to 2016 while other traffic deaths decreased 13.9 percent. The GHSA report found that, in 2016, the number of pedestrian fatalities was at its highest one-year level since 1990. California was one of five states, including Florida, Texas, New York, and Arizona, which reported more than 100 pedestrian deaths and collectively accounted for 43 percent of all pedestrian deaths in the US in the first half of 2017.

Analyses presented in the pedestrian program area include fatal and severe injuries to pedestrians. The FARS only includes pedestrians on foot, whereas SWITRS fatal and severe injury analysis include both pedestrians and persons on personal conveyances, e.g., skateboards, wheelchairs, etc. Pedestrian collisions are defined as crashes where one or more victims is a pedestrian.

#### **National**

Pedestrian fatalities rose between 2012 and 2016, increasing 24.3 percent from 4,818 people in 2012 to 5,987 people in 2016. The one-year increase from 2015 was 9.0 percent from 5,495 pedestrian fatalities.

NHTSA reports that nearly 16 pedestrians died every day, averaging a pedestrian every 1.5 hours in traffic collisions in 2016.

#### **California**

Pedestrian fatalities also continued to increase in California; the number of fatalities rose 32.8 percent from 653 in 2012 to 867 in 2016. The one-year increase from 2015 was 5.9 percent from 819 pedestrian fatalities.

In the 2017 Traffic Safety Survey conducted by UC Berkeley SafeTREC, Californians were asked to think of the times they had been a pedestrian in the past six months and to identify the safety problems they experienced. "Cars not stopping" was reported by 28.9 percent, "distracted drivers (cell phones)" was noted by 21.1 percent, and "cars going too fast" was reported by 17.0 percent of respondents.

### **Pedestrian Fatal and Severe Injury Collisions**

The highest numbers of pedestrian fatal and severe injuries occurred in densely populated areas in Los Angeles, Orange, San Diego, Riverside, San Bernardino, San Francisco, Santa Clara, Alameda, and Sacramento counties.

Conversely, seven counties, including Trinity, Plumas, Sierra, Amador, Calaveras, Alpine, and Inyo, reported zero pedestrian fatal and severe injuries in 2016.

Elevated rates of pedestrian fatal and severe injuries by population occurred in both urban and rural counties. The three counties with the highest rates were Butte, Tuolumne, and San Francisco, followed by Modoc, Shasta, Humboldt, Lake, and Mariposa.

### **Primary Collision Factors for Pedestrian Fatal and Severe Injury Collisions**

The most common PCF for pedestrian fatal and severe injuries was pedestrian violations, at 50.4 percent, followed by pedestrian right-of-way violations at 19.7 percent. Pedestrian violations occur when a pedestrian commits a violation, whereas pedestrian right-of-way is defined as when a pedestrian's right-of-way is violated. However, neither indicates which party is most at fault for the collision.

Speed affects mortality. On the average, a pedestrian has a 10 percent chance of being killed by a vehicle traveling at 24.1 miles per hour (mph). This risk increases to 50 percent when a vehicle is traveling at 40.6 mph, 75 percent at 48.0 mph, and 90 percent at 54.6 mph. Risk increases with age, with pedestrians over 70 facing higher risk at lower speeds than younger pedestrians.

### **Time and Day of Pedestrian Fatal and Severe Injuries**

Forty-percent of pedestrian fatal and severe injuries occur during dusk and darkness: between 6pm and 9pm every day; between 9pm and midnight on Wednesday through Saturday; and on early Saturday and Sunday morning between midnight and 3am.

### **Fatal and Severe Injury Pedestrian Victim Demographics**

More male than female pedestrians in every age group sustained fatal and severe injuries in 2016. Injury collisions were fairly evenly distributed among the following age groups: 55 to 64 (16.4 percent), 25 to 34 (16 percent) and 15 to 24 (15.6 percent). Race was not reported in FARS for 47.3 percent, or 410 of the pedestrian fatalities. Of the 457 fatalities with a known race, 74.6 percent (or 341) were white.

### **Location of Pedestrian Victims**

Over three-quarters (84.2 percent) of pedestrian fatalities occurred in urban areas compared to 15.8 percent on rural roads.

Over two-thirds (68.4 percent) of all pedestrian fatalities occurred on non-interstate principal or minor arterial roadways.

## **Bicycle Safety**

Bicycling is becoming more popular across the country, for commuting, exercise, and leisure. However, in the event of a traffic collision between a motor vehicle and a bicyclist, the bicyclist is the more vulnerable party and more likely to be injured or killed than motor vehicle passengers. In 2016, there were 840 bicyclists killed in a traffic collision.

Analyses presented in the bicycling program area include fatal and severe injuries to bicyclists, other cyclists, and passengers on bicycles. Bicycle collisions are defined as crashes where one or more victims is a bicyclist, other cyclist, or bicycling passenger.

### **National**

Bicycling fatalities increased 1.3 percent from 829 in 2015 and 14.4 percent from 734 in 2012 to 840 in 2016.

Bicycle fatalities represented 2.2 percent of the total number of traffic fatalities in 2016.

In 2016, 20.5 percent of pedalcyclists killed in a traffic crash had a BAC of .08 g/dL or higher.

### **California**

In California, bicycle fatalities increased 8.1 percent from 136 fatalities in 2015 to 147 fatalities in 2016.

Bicycle fatalities represented 4.1 percent of the total number of traffic fatalities in 2016 in California.

Bicyclists are required to follow the California Vehicle Code while riding on California roadways. Unless prohibited, bicyclists are allowed to ride in travel lanes. In the 2017 Traffic Safety Survey, drivers were asked if they believed it to be legal for bicyclists to ride on roadways when there is no bike lane present. About 72 percent agreed, while 27.8 percent did not, a 4.2 percent increase from 2016.

### **Fatal and Severe Injury Bicycle Collisions**

Numbers of bicycle fatal and severe injuries were highest in densely populated areas of the state. Los Angeles County had the highest number of fatal and severe injuries. The counties of Sacramento, San Francisco, Alameda, Santa Clara, Riverside, Orange and San Diego also had relatively high numbers.

Rates of bicycle fatal and severe injuries per population were highest in more rural areas, including Sierra, Inyo, Mendocino, Marin, Santa Cruz, and Santa Barbara counties.

Ten counties reported no bicycle fatal or severe injuries: Modoc, Lassen, Trinity, Glenn, Colusa, Amador, Calaveras, Alpine, Mono, and Mariposa.

### **Primary Collision Factors for Bicycling Fatal and Severe Injury Collisions**

Primary collision factors (PCF) varied considerably for bicycling fatal and severe injury collisions. The two top PCFs were automobile right-of-way at 18.1 percent and improper turning at 15.7 percent. Unsafe speed, wrong side of road, and traffic signals and signs were clustered between 12.7 and 13.0 percent.

### **Crash Types for Bicycling Fatal and Severe Injury Collisions**

Nearly one-third of bicycling fatal and severe injury collisions were broadside (32.3 percent), followed by non-specified "other" collisions (26.8 percent).

### **Time and Day of Bicycling Fatal and Severe Injuries**

The time of day when the highest number of bicycle fatal and severe injury collisions occurred was between 3pm and 9pm on weekdays and between 9am and 9pm on weekends. The 3pm to 6pm hours on weekdays is comprised of after school and commute hours.

### **Fatal and Severe Injury Bicycle Victim Demographics**

More male (82.4 percent) than female (17.6 percent) bicyclists in every age group incurred fatal and severe injuries in 2016.

The bicyclists most likely to be fatally or severely injured were aged 55 to 64 (19.7 percent), followed by those aged 45 to 54 (16.9 percent) and those aged 15 to 24 (16.4 percent).

Race was not reported in FARS for 42.2 percent, or 62, of the bicycle fatalities. Of the 85 fatalities with a known race, 84.7, or 72 people, percent were white.

### **Crash Location for Bicycle Victims**

Over three-quarter (78.8 percent) of bicycle fatalities occurred in urban areas compared to 21.2 percent on rural roads.

Nearly half (48.3 percent) of all bicycle fatalities occurred on principal arterials, followed by minor arterials and collectors.

## **Performance measures**

Select at least one performance measure that is data-driven, that enables the State to track progress toward meeting the quantifiable annual target. For program areas where performance measures have not been jointly developed (e.g., distracted driving, drug-impaired driving) for which States are using HSP funds, the State shall develop its own performance measures and performance targets that are data-driven.

#### Performance Measures in Program Area

Fiscal Year	Performance Measure Name	Target Period(Performance Target)	Target End Year	Target Value(Performance Target)
2019	C-10) Number of pedestrian fatalities (FARS)	5 Year	2019	726.0
2019	C-11) Number of bicyclists fatalities (FARS)	5 Year	2019	131.0

#### Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies to submit for program area.

#### Countermeasure Strategies in Program Area

Fiscal Year	Countermeasure Strategy Name
2019	(PS) Education/Public Awareness
2019	(PS) Community Support/Technical Assistance

#### 5.7.1 Countermeasure Strategy: (PS) Education/Public Awareness

<b>Program area</b>	Non-motorized (Pedestrians and Bicyclist)
<b>Countermeasure strategy</b>	(PS) Education/Public Awareness

**Innovative countermeasure strategies are countermeasure strategies which have not yet been proven effective in the highway safety arena but show potential based on limited practical application. Justification of innovative countermeasure strategies can be based on past successes when applied to other behavioral safety problems.**

Is this countermeasure strategy innovative?

No

**Is this countermeasure strategy part of the planned high visibility enforcement strategies that support national mobilizations? § 1300.11(d)(6)**

No

**Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]**

No

**Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification]**

No

**Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the seat belt enforcement criterion? § 1300.21(e)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d)(5), demonstrating that the State conducts sustained enforcement (i.e., a program of recurring efforts throughout the fiscal year of the grant to promote seat belt and child restraint enforcement), and that based on the State's problem identification, involves law enforcement agencies responsible for seat belt enforcement in geographic areas in which at least 70 percent of either the State's unrestrained passenger vehicle occupant fatalities occurred or combined fatalities and serious injuries occurred]**

No

**Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the high risk population countermeasure programs criterion? § 1300.21(e)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs to improve seat belt and child restraint use for at least two of the following at-risk populations: (i) Drivers on rural roadways; (ii) Unrestrained nighttime drivers; (iii) Teenage drivers; (iv) Other high-risk populations identified in the occupant protection program area plan required under § 1300.21(d)(1)]**

No

**Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the comprehensive occupant protection program criterion? § 1300.21(e)(5)(ii)(B) [Countermeasure strategies (such as enforcement, education, communication, policies/legislation, partnerships/outreach), at the level of detail required under § 1300.11(d), designed to achieve the performance targets of the strategic plan]**

No

**Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the**

**State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]**

No

**Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]**

No

**Is this countermeasure strategy part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]**

No

## Countermeasure strategy description

**To describe the program area countermeasure strategy that will help the State complete its program and achieve specific performance targets, complete the following:**

**Enter assessment of the overall projected traffic safety impacts of the countermeasure strategy chosen and of the planned activities to be funded.**

Education/Public Awareness

Best practice strategies will be conducted to reduce the number of persons killed and injured in crashes involving pedestrians and bicyclists. The funded strategies may include classroom education, bicycle rodeos, community events, presentations, and workshops. These countermeasures should be conducted in communities with high numbers of pedestrian and/or bicycle related collisions including underserved communities, older adults, and school-aged children. Coordinated efforts such as Safe Routes to School initiatives, Vision Zero campaigns, and working with community-based organizations are highly encouraged to prevent fatalities and injuries of vulnerable non-motorized road users.

**Enter description of the linkage between program area problem identification data, performance targets, identified countermeasure strategy and allocation of funds to planned activities.**

Education/Public Awareness

Expand the statewide pedestrian safety campaign “Pedestrians Don’t Have Armor.”

Promote the use of the “Pedestrians Don’t Have Armor” suit throughout the state.

Expand activities, events, and public information during May’s Bicycle Safety Month and September’s Pedestrian Safety month.

Fund the Southern California Association of Governments (SCAG) to provide community outreach and education in Los Angeles, Riverside, San Bernardino, Orange, Imperial, and Ventura counties.

Continue community-based education workshops on pedestrian safety best practices, walkability and community engagements to cities with high rates of pedestrian and bicycle fatalities and injuries.

## Evidence of effectiveness

### Enter a rationale for selecting the countermeasure strategy and funding allocation for each planned activity.

This countermeasure strategy is based on the Pedestrian and Bicycle safety programs listed in NHTSA's "Countermeasures That Work".

## Planned activities

Select existing planned activities below and/or click Add New to enter and select planned activities that the State will conduct to support the countermeasure strategies within each program area to address its problems and achieve its performance targets.

### Planned activities in countermeasure strategy

Planned activity unique identifier	Planned Activity Name	Primary Countermeasure
(PS) Edu	(PS) Education and Public Awareness	

#### 5.7.1.1 Planned Activity: (PS) Education and Public Awareness

**Planned activity name** (PS) Education and Public Awareness

**Planned activity number** (PS) Edu

**Primary countermeasure strategy**

**Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)**

No

**Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]**

No

**Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]**



No

**Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]**

No

**Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]**

No

**Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]**

No

**Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]**

No

**Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]**

No

**Enter description of the planned activity.**

Best practice strategies will be conducted to reduce the number of persons killed and injured in crashes involving pedestrians and bicyclists. The funded strategies may include classroom education bicycle rodeos community events presentations and workshops. These countermeasures should be conducted in communities with high numbers of pedestrian and/or bicycle related collisions including underserved communities older adults and school-aged children. Coordinated efforts such as Safe Routes to School initiatives Vision Zero campaigns and working with community-based organizations are highly encouraged to prevent fatalities and injuries of vulnerable non-motorized road users.

**Enter intended subrecipients.**

Various State / County and Local Entities

**Countermeasure strategies**

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

### Countermeasure strategies in planned activities

**Fiscal Year Countermeasure Strategy Name**

2019 (PS) Education/Public Awareness

### Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2019	FAST Act NHTSA 402	Pedestrian/Bicycle Safety (FAST)	\$3,195,000.00		\$0.00
2019	FAST Act 405c Data Program	405c Data Program (FAST)	\$75,000.00		
2019	FAST Act 405h Nonmotorized Safety	405h Public Education	\$1,000,000.00		

### Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
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No records found.

## 5.7.2 Countermeasure Strategy: (PS) Community Support/Technical Assistance

**Program area** Non-motorized (Pedestrians and Bicyclist)

**Countermeasure strategy** (PS) Community Support/Technical Assistance

**Innovative countermeasure strategies are countermeasure strategies which have not yet been proven effective in the highway safety arena but show potential based on limited practical**

**application. Justification of innovative countermeasure strategies can be based on past successes when applied to other behavioral safety problems.**

Is this countermeasure strategy innovative?

No

**Is this countermeasure strategy part of the planned high visibility enforcement strategies that support national mobilizations? § 1300.11(d)(6)**

No

**Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]**

No

**Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification]**

No

**Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the seat belt enforcement criterion? § 1300.21(e)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d)(5), demonstrating that the State conducts sustained enforcement (i.e., a program of recurring efforts throughout the fiscal year of the grant to promote seat belt and child restraint enforcement), and that based on the State's problem identification, involves law enforcement agencies responsible for seat belt enforcement in geographic areas in which at least 70 percent of either the State's unrestrained passenger vehicle occupant fatalities occurred or combined fatalities and serious injuries occurred]**

No

**Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the high risk population countermeasure programs criterion? § 1300.21(e)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs to improve seat belt and child restraint use for at least two of the following at-risk populations: (i) Drivers on rural roadways; (ii) Unrestrained nighttime drivers; (iii) Teenage drivers; (iv) Other high-risk populations identified in the occupant protection program area plan required under § 1300.21(d)(1)]**

No

**Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the comprehensive occupant protection program criterion? § 1300.21(e)(5)(ii)(B) [Countermeasure strategies (such as enforcement, education, communication,**

**policies/legislation, partnerships/outreach), at the level of detail required under § 1300.11(d), designed to achieve the performance targets of the strategic plan]**

No

**Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]**

No

**Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]**

No

**Is this countermeasure strategy part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]**

No

## Countermeasure strategy description

**To describe the program area countermeasure strategy that will help the State complete its program and achieve specific performance targets, complete the following:**

**Enter assessment of the overall projected traffic safety impacts of the countermeasure strategy chosen and of the planned activities to be funded.**

Community Support/Technical Assistance

This task provides funding for the University of California Berkeley to conduct workshops, provide technical assistance, and encourage best practices at the community level. Pedestrian and bicycle safety efforts will be conducted within high collision cities and communities as well as the seven focus cities (Los Angeles, San Diego, San Francisco, San Jose, Santa Ana, Fresno, and Bakersfield).

**Enter description of the linkage between program area problem identification data, performance targets, identified countermeasure strategy and allocation of funds to planned activities.**

Community Support/Technical Assistance

Fund SafeTREC to facilitate sustained networks, conduct community workshops, technical assistance, among FHWA Pedestrian and Bicyclist Focus Cities including Los Angeles, San Francisco, San Diego, San Jose, Santa Ana, Fresno, and Bakersfield.

Offer free Pedestrian Safety Assessments to cities and communities.

## Evidence of effectiveness

**Enter a rationale for selecting the countermeasure strategy and funding allocation for each planned activity.**

This countermeasure strategy is based on the Pedestrian and Bicycle safety programs listed in NHTSA's "Countermeasures That Work".

## Planned activities

**Select existing planned activities below and/or click Add New to enter and select planned activities that the State will conduct to support the countermeasure strategies within each program area to address its problems and achieve its performance targets.**

### Planned activities in countermeasure strategy

Planned activity unique identifier	Planned Activity Name	Primary Countermeasure
(PS) Com	(PS) Community Support/Technical Assistance	

#### 5.7.2.1 Planned Activity: (PS) Community Support/Technical Assistance

**Planned activity name** (PS) Community Support/Technical Assistance

**Planned activity number** (PS) Com

**Primary countermeasure strategy**

**Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)**

No

**Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]**

No

**Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]**

No

**Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]**

No

**Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]**

No

**Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]**

No

**Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]**

No

**Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]**

No

#### **Enter description of the planned activity.**

This planned activity provides funding for the University of California Berkeley to conduct workshops provide technical assistance and encourage best practices at the community level. Pedestrian and bicycle safety efforts will be conducted within high collision cities and communities as well as the seven focus cities (Los Angeles San Diego San Francisco San Jose Santa Ana Fresno and Bakersfield).

#### **Enter intended subrecipients.**

IHE

#### **Countermeasure strategies**

**Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.**

#### **Countermeasure strategies in planned activities**

**Fiscal Year**      **Countermeasure Strategy Name**

2019              (PS) Community Support/Technical Assistance

## Funding sources

**Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.**

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2019	FAST Act NHTSA 402	Pedestrian/Bicycle Safety (FAST)	\$300,000.00		\$0.00
2019	FAST Act 405h Nonmotorized Safety	405h Public Education	\$1,250,000.00		

## Major purchases and dispositions

**Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.**

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
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No records found.

## 5.8 Program Area: Police Traffic Services

**Program area type** Police Traffic Services

**Will countermeasure strategies and planned activities be described in this plan to address the program area?**

Yes

**Is this program area part of the State occupant protection program area plan for a 405(b) application that identifies the safety problems to be addressed, performance measures and targets, and the countermeasure strategies and planned activities the State will implement to address those problems, at the level of detail required under § 1300.11(c) and (d)?**

No

## Problem identification

**Enter description and analysis of the State's highway safety problems (for this program area) as identified through an analysis of data, including but not limited to fatality, injury, enforcement, and judicial data, to be used as a basis for setting performance targets and developing countermeasure strategies.**

## **PROBLEM IDENTIFICATION AND DATA ANALYSIS**

A speeding-related collision is defined as one where a driver is racing, driving too fast for the conditions, or driving in excess of the posted speed limit. In the United States, speeding has been involved in nearly one-third of all fatal crashes for more than twenty years and is a leading contributing factor in traffic collisions. Speeding reduces a driver's ability to steer safely around curves or objects, reduces the amount of time a driver has to react to a dangerous situation, and extends safe stopping distances.

Analyses presented in the police traffic services program area refer to speeding-related fatal and severe injuries. Speeding-related collisions are defined as crashes where one or more drivers was speeding, racing, or driving too fast for the conditions.

### **National**

In the United States, there were 10,111 people killed in a speeding-related traffic collision in 2016, a 4.0 percent increase from 9,723 in 2015, and a 2.1 percent decrease from 10,329 in 2012.

In 2016, 27.0 percent of the nation's 37,461 motor vehicle fatalities were speeding-related. Drivers involved in a fatal speeding-related crash were also more likely to engage in other risky behaviors compared to non-speeding drivers.

Of all speeding drivers in fatal crashes, 36.8 percent had a BAC of .08 or higher compared to only 15.2 percent of non-speeding drivers involved in fatal crashes in 2016.

In 2016, only 50.5 percent of speeding passenger vehicle drivers involved in fatal crashes were known to be restrained, compared to 78.8 percent of non-speeding drivers.

In 2016, 33 percent of motorcycle riders involved in fatal crashes were speeding, more than any other vehicle type.

### **California**

In California, there were 1,056 people killed in speeding-related traffic collisions in 2016, a 2.3 percent increase from 1,032 in 2015, and a 10.7 percent increase from 954 in 2012.

In 2016, 29.1 percent of California's 3,623 motor vehicle fatalities were speeding-related. California had the second-highest number of speeding-related fatalities in the nation in 2016.

The 2017 the OTS Traffic Safety Survey reported that 65.0 percent of drivers surveyed perceive that it is safe to drive 10 miles over the speed limit on freeways. When asked about the safety of driving 20 miles over the speed limit, 12.6 percent of drivers surveyed believe it is safe. Of young adult drivers age 18 to 24, 21.2 percent believe it is safe to do so.



### **Speeding-Related Fatal and Severe Injury Collisions**

The highest number of speeding-related fatal and severe injuries were in Los Angeles County, followed by San Diego, Orange, San Bernardino, Riverside, Kern, Alameda, San Joaquin, and Sacramento counties.

The highest rate of speeding-related fatal and severe injury per population were concentrated in more rural parts of California in Alpine and Sierra counties, followed by, Inyo, Mono, Plumas, Trinity, and Del Norte counties.

### **Primary Collision Factors for Speeding-Related Fatal and Severe Injury Collisions**

This program area is defined by collisions in which drivers are speeding; therefore, 100 percent of the collisions in this program area had a primary collision factor of unsafe speed.

### **Crash Types for Speeding-Related Fatal and Severe Injury Collisions**

Over one-third (35.1 percent) of speeding-related crashes were rear end collisions. Other common crash types for speeding-related collisions were hitting an object at 23.4 percent and overturned vehicle at 12.8 percent.

### **Time and Day of Speeding-Related Fatal and Severe Injuries**

Over one-third (36.5 percent) of fatal and severe injuries from speeding-related collisions occurred on weekends. Fatal and severe injuries were also common on Friday afternoons and evenings between 3pm and midnight, accounting for 8.6 percent of fatal and severe injuries.

Fatal and severe injury speeding-related collisions also occurred frequently during the weekday evening commute hours between 3pm and 6pm accounting for 13.4 percent of fatal and severe injuries.

### **Speeding-Related Fatal and Severe Injury Collision Victim Demographics**

The vast majority (73.7 percent) of fatal and severely injured speed-related collision victims were males. Over half (51.0 percent) of all fatal and severely injured speed-related collision victims were aged 15 to 34.

Race was not reported for 35.6 percent of the speed-related fatalities. Of the 680 fatalities with a known race, 81.5 percent (or 554) were white.

### **Location of Speeding-Related Fatal and Severe Injury Collision Victims**

Over half (62.1 percent) of speed-related collision fatal and severe injuries occurred in urban areas compared to 37.9 percent on rural roads. Only 16 percent of travel took place on rural roads.

Under half (43.5 percent) of all speed-related fatalities occurred on non-interstate principal arterials. The next most common locations for speed-related fatalities were non-interstate minor arterials, comprising 17.8 percent of fatalities and interstates, comprising 15.7 percent of fatalities.

### Vehicle Type in Fatal Speeding-Related Collisions

Over half of the fatal injuries from speed-related collisions occurred in passenger vehicles (61.2 percent), followed by motorcycles at (24.5 percent).

## Performance measures

**Select at least one performance measure that is data-driven, that enables the State to track progress toward meeting the quantifiable annual target. For program areas where performance measures have not been jointly developed (e.g., distracted driving, drug-impaired driving) for which States are using HSP funds, the State shall develop its own performance measures and performance targets that are data-driven.**

### Performance Measures in Program Area

Fiscal Year	Performance Measure Name	Target Period(Performance Target)	Target End Year	Target Value(Performance Target)
2019	C-1) Number of traffic fatalities (FARS)	5 Year	2019	3,445.4

## Countermeasure strategies

**Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies to submit for program area.**

### Countermeasure Strategies in Program Area

Fiscal Year	Countermeasure Strategy Name
2019	(PT) Statewide Enforcement
2019	(PT) Local and Allied Agency Enforcement
2019	(PT) Education and Public Awareness

### 5.8.1 Countermeasure Strategy: (PT) Statewide Enforcement

**Program area** Police Traffic Services

**Countermeasure strategy** (PT) Statewide Enforcement

**Innovative countermeasure strategies are countermeasure strategies which have not yet been proven effective in the highway safety arena but show potential based on limited practical application. Justification of innovative countermeasure strategies can be based on past successes when applied to other behavioral safety problems.**

Is this countermeasure strategy innovative?

No

**Is this countermeasure strategy part of the planned high visibility enforcement strategies that support national mobilizations? § 1300.11(d)(6)**

Yes

**Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]**

No

**Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification]**

No

**Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the seat belt enforcement criterion? § 1300.21(e)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d)(5), demonstrating that the State conducts sustained enforcement (i.e., a program of recurring efforts throughout the fiscal year of the grant to promote seat belt and child restraint enforcement), and that based on the State's problem identification, involves law enforcement agencies responsible for seat belt enforcement in geographic areas in which at least 70 percent of either the State's unrestrained passenger vehicle occupant fatalities occurred or combined fatalities and serious injuries occurred]**

No

**Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the high risk population countermeasure programs criterion? § 1300.21(e)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs to improve seat belt and child restraint use for at least two of the following at-risk populations: (i) Drivers on rural roadways; (ii) Unrestrained nighttime drivers; (iii) Teenage drivers; (iv) Other high-risk populations identified in the occupant protection program area plan required under § 1300.21(d)(1)]**

No

**Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the comprehensive occupant protection program criterion? § 1300.21(e)(5)(ii)(B) [Countermeasure strategies (such as enforcement, education, communication, policies/legislation, partnerships/outreach), at the level of detail required under § 1300.11(d), designed to achieve the performance targets of the strategic plan]**

No

**Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]**

No

**Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]**

No

**Is this countermeasure strategy part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]**

No

## Countermeasure strategy description

**To describe the program area countermeasure strategy that will help the State complete its program and achieve specific performance targets, complete the following:**

**Enter assessment of the overall projected traffic safety impacts of the countermeasure strategy chosen and of the planned activities to be funded.**

Statewide Enforcement

The OTS funds grants to the CHP to reduce over represented fatal collisions where the PCF has been identified. The CHP is the lead agency in California for traffic education and enforcement. Through these grants, the CHP will conduct speed and seat belt enforcement, implement corridor projects, continue statewide Start Smart presentations, and provide enhanced enforcement directed at reducing motorcycle-involved fatalities and injuries.

**Enter description of the linkage between program area problem identification data, performance targets, identified countermeasure strategy and allocation of funds to planned activities.**

High Visibility Enforcement

Conduct DUI/DL checkpoints, saturations, court stings, and warrant details.

Conduct highly publicized special motorcycle safety enforcement operations in areas or during events with a high number of motorcycle incidents or collisions resulting from unsafe speed, DUI, following too closely, unsafe lane changes, improper turning, and other PCFs by motorcyclists and other drivers.

Conduct enforcement operations in identified areas of high bicycle and pedestrian traffic.

Conduct night-time “*Click It or Ticket*” enforcement operations.

Conduct enforcement during National Distracted Driving Awareness Month in April, “*Click It or Ticket*,” National Motorcycle Safety and Bicycle Safety Month in May, and California’s Pedestrian Safety Month in September.

### Increased Enforcement

Use GIS to identify high collision, arrest, and citation locations for enforcement and engineering countermeasures.

Conduct special enforcement operations targeting primary collision factor violations.

Conduct courthouse, stake-out, and probation compliance operations to address impaired driving offenders with suspended or revoked licenses, and those on probation.

Fund full-time law enforcement personnel, overtime, lidar and radar units, DUI trailers, visible display radar trailers, changeable message signs, geographic information systems (GIS), preliminary alcohol screening devices, portable evidential breath testing devices, automated citation devices, and computer equipment.

## Evidence of effectiveness

### Enter a rationale for selecting the countermeasure strategy and funding allocation for each planned activity.

This countermeasure strategy supports national campaigns such as; Click it or Ticket, Child Passenger Safety Week, and Heatstroke Campaign.

## Planned activities

**Select existing planned activities below and/or click Add New to enter and select planned activities that the State will conduct to support the countermeasure strategies within each program area to address its problems and achieve its performance targets.**

### Planned activities in countermeasure strategy

Planned activity unique identifier	Planned Activity Name	Primary Countermeasure
(PT) Sta	(PT) Statewide Enforcement	

#### 5.8.1.1 Planned Activity: (PT) Statewide Enforcement

**Planned activity name** (PT) Statewide Enforcement

**Planned activity number** (PT) Sta

**Primary countermeasure strategy**

**Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)**

Yes

**Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]**

No

**Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]**

No

**Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]**

No

**Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]**

No

**Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]**

No

**Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs**

**designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]**

No

**Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]**

No

### **Enter description of the planned activity.**

This planned activity for the CHP to reduce over represented fatal collisions where the PCF has been identified. The CHP is the lead agency in California for traffic education and enforcement. Through these grants the CHP will conduct speed and seat belt enforcement implement corridor projects continue statewide Start Smart presentations and provide enhanced enforcement directed at reducing motorcycle-involved fatalities and injuries.

### **Enter intended subrecipients.**

State Highway Patrol

## Countermeasure strategies

**Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.**

### **Countermeasure strategies in planned activities**

#### **Fiscal Year Countermeasure Strategy Name**

2019 (PT) Statewide Enforcement

## Funding sources

**Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.**

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2019	FAST Act NHTSA 402	Police Traffic Services (FAST)	\$2,405,000.00		\$0.00

## Major purchases and dispositions

**Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.**

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
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No records found.

## 5.8.2 Countermeasure Strategy: (PT) Local and Allied Agency Enforcement

**Program area** Police Traffic Services

**Countermeasure strategy** (PT) Local and Allied Agency Enforcement

**Innovative countermeasure strategies are countermeasure strategies which have not yet been proven effective in the highway safety arena but show potential based on limited practical application. Justification of innovative countermeasure strategies can be based on past successes when applied to other behavioral safety problems.**

Is this countermeasure strategy innovative?

No

**Is this countermeasure strategy part of the planned high visibility enforcement strategies that support national mobilizations? § 1300.11(d)(6)**

Yes

**Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]**

No

**Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification]**

No

**Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the seat belt enforcement criterion? § 1300.21(e)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d)(5), demonstrating that the State conducts sustained enforcement (i.e., a program of recurring efforts throughout the fiscal year of the grant to promote seat belt and child restraint enforcement), and that based on the State's problem identification, involves law enforcement agencies responsible for seat belt enforcement in geographic areas in which at least 70 percent of either the State's unrestrained passenger vehicle occupant fatalities occurred or combined fatalities and serious injuries occurred]**



No

**Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the high risk population countermeasure programs criterion? § 1300.21(e)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs to improve seat belt and child restraint use for at least two of the following at-risk populations: (i) Drivers on rural roadways; (ii) Unrestrained nighttime drivers; (iii) Teenage drivers; (iv) Other high-risk populations identified in the occupant protection program area plan required under § 1300.21(d)(1)]**

No

**Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the comprehensive occupant protection program criterion? § 1300.21(e)(5)(ii)(B) [Countermeasure strategies (such as enforcement, education, communication, policies/legislation, partnerships/outreach), at the level of detail required under § 1300.11(d), designed to achieve the performance targets of the strategic plan]**

No

**Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]**

No

**Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]**

No

**Is this countermeasure strategy part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]**

No

## Countermeasure strategy description

**To describe the program area countermeasure strategy that will help the State complete its program and achieve specific performance targets, complete the following:**

**Enter assessment of the overall projected traffic safety impacts of the countermeasure strategy chosen and of the planned activities to be funded.**

Local/Allied Agency Enforcement

Best practice strategies will be implemented and conducted to reduce the number of persons killed and injured in crashes involving alcohol and other primary collision factors. Through media, programs will focus on increased public awareness aimed at changing societal behaviors toward traffic safety. Funded objectives include highly publicized enforcement operations, law enforcement training, and public education.

### **Enter description of the linkage between program area problem identification data, performance targets, identified countermeasure strategy and allocation of funds to planned activities.**

#### High Visibility Enforcement

Conduct DUI/DL checkpoints, saturations, court stings, and warrant details.

Conduct highly publicized special motorcycle safety enforcement operations in areas or during events with a high number of motorcycle incidents or collisions resulting from unsafe speed, DUI, following too closely, unsafe lane changes, improper turning, and other PCFs by motorcyclists and other drivers.

Conduct enforcement operations in identified areas of high bicycle and pedestrian traffic.

Conduct night-time “*Click It or Ticket*” enforcement operations.

Conduct enforcement during National Distracted Driving Awareness Month in April, “*Click It or Ticket*,” National Motorcycle Safety and Bicycle Safety Month in May, and California’s Pedestrian Safety Month in September.

#### Increased Enforcement

Use GIS to identify high collision, arrest, and citation locations for enforcement and engineering countermeasures.

Conduct special enforcement operations targeting primary collision factor violations.

Conduct courthouse, stake-out, and probation compliance operations to address impaired driving offenders with suspended or revoked licenses, and those on probation.

Fund full-time law enforcement personnel, overtime, lidar and radar units, DUI trailers, visible display radar trailers, changeable message signs, geographic information systems (GIS), preliminary alcohol screening devices, portable evidential breath testing devices, automated citation devices, and computer equipment.

### Evidence of effectiveness

#### **Enter a rationale for selecting the countermeasure strategy and funding allocation for each planned activity.**

This countermeasure strategy supports national campaigns such as; Click it or Ticket, Child Passenger Safety Week, and Heatstroke Campaign.

### Planned activities

Select existing planned activities below and/or click **Add New** to enter and select planned activities that the State will conduct to support the countermeasure strategies within each program area to address its problems and achieve its performance targets.

### Planned activities in countermeasure strategy

Planned activity unique identifier	Planned Activity Name	Primary Countermeasure
(PT) Loc	(PT) Local/Allied Agency Enforcement	

#### 5.8.2.1 Planned Activity: (PT) Local/Allied Agency Enforcement

Planned activity name (PT) Local/Allied Agency Enforcement

Planned activity number (PT) Loc

Primary countermeasure strategy

**Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)**

Yes

**Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]**

No

**Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]**

No

**Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]**

No

**Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]**

No

**Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]**

No

**Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]**

No

**Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]**

No

#### **Enter description of the planned activity.**

Best practice strategies will be implemented and conducted to reduce the number of persons killed and injured in crashes involving alcohol and other primary collision factors. Through media programs will focus on increased public awareness aimed at changing societal behaviors toward traffic safety. Funded objectives include highly publicized enforcement operations law enforcement training and public education.

#### **Enter intended subrecipients.**

Local Law Enforcement Agencies

#### Countermeasure strategies

**Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.**

#### **Countermeasure strategies in planned activities**

<b>Fiscal Year</b>	<b>Countermeasure Strategy Name</b>
2019	(PT) Local and Allied Agency Enforcement

#### Funding sources

**Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.**

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2019	FAST Act NHTSA 402	Police Traffic Services (FAST)	\$14,346,300.00		\$0.00
2019	164 Transfer Funds-AL	164 Alcohol	\$19,995,000.00		\$0.00
2019	FAST Act 405c Data Program	405c Data Program (FAST)	\$1,081,425.00		
2019	FAST Act 405d Impaired Driving Low	405d Low Drug and Alcohol Training	\$801,100.00		

## Major purchases and dispositions

**Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.**

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
PT19002 Electronic Citation Data Collection System	1	\$136,200.00	\$136,200.00		
PT19005 Radar Trailer	1	\$12,000.00	\$12,000.00		
PT19017 Changeable Message Sign Trailer with Radar	1	\$16,000.00	\$16,000.00		
PT19019 Vehicle Speed Feedback Sign	1	\$12,000.00	\$12,000.00		
PT19021 Changeable Message Sign Trailer with Radar	1	\$15,000.00	\$15,000.00		
PT19027 Radar Trailer	1	\$19,500.00	\$19,500.00		
PT19028 Changeable Message Sign Trailer with Radar	1	\$16,000.00	\$16,000.00		
PT19032 Changeable Message Sign Trailer with Radar	1	\$20,000.00	\$20,000.00		
PT19033 Electronic Citation Data Collection System	1	\$10,000.00	\$10,000.00		
PT19040 Radar Trailer	1	\$8,000.00	\$8,000.00		
PT19050 Radar Trailer	1	\$6,300.00	\$6,300.00		
PT19052 Radar Trailer	1	\$9,000.00	\$9,000.00		

PT19054 Changeable Message Sign Trailer with Radar	1	\$20,000.00	\$20,000.00
PT19054 DUI Trailer	1	\$35,000.00	\$35,000.00
PT19060 Changeable Message Sign Trailer with Radar	1	\$19,685.00	\$19,685.00
PT19061 DUI Trailer	1	\$40,000.00	\$40,000.00
PT19069 Electronic Citation Data Collection System	1	\$130,500.00	\$130,500.00
PT19080 Vehicle Speed Feedback Sign	2	\$11,500.00	\$23,000.00
PT19081 Radar Trailer	1	\$9,500.00	\$9,500.00
PT19082 DUI Trailer	1	\$35,000.00	\$35,000.00
PT19088 Traffic Collision Database System	1	\$60,100.00	\$60,100.00
PT19099 Changeable Message Sign Trailer with Radar	1	\$22,000.00	\$22,000.00
PT19099 RMS Software Updates	1	\$15,000.00	\$15,000.00
PT19100 DUI Trailer	1	\$30,000.00	\$30,000.00
PT19110 Vehicle Speed Feedback Sign	1	\$10,000.00	\$10,000.00
PT19112 Radar Trailer	1	\$9,000.00	\$9,000.00
PT19121 Electronic Citation Data Collection System	1	\$35,000.00	\$35,000.00
PT19131 Changeable Message Sign Trailer with Radar	1	\$20,000.00	\$20,000.00
PT19132 Electronic Citation Data Collection System	1	\$36,000.00	\$36,000.00
PT19132 Changeable Message Sign Trailer with Radar	1	\$15,500.00	\$15,500.00
PT19140 Changeable Message Sign Trailer	1	\$20,000.00	\$20,000.00
PT19140 Electronic Citation Data Collection System	1	\$42,000.00	\$42,000.00
PT19147 Changeable Message Sign Trailer with Radar	1	\$21,000.00	\$21,000.00

### 5.8.3 Countermeasure Strategy: (PT) Education and Public Awareness

**Program area** Police Traffic Services

**Countermeasure strategy** (PT) Education and Public Awareness

**Innovative countermeasure strategies are countermeasure strategies which have not yet been proven effective in the highway safety arena but show potential based on limited practical application. Justification of innovative countermeasure strategies can be based on past successes when applied to other behavioral safety problems.**

Is this countermeasure strategy innovative?

No

**Is this countermeasure strategy part of the planned high visibility enforcement strategies that support national mobilizations? § 1300.11(d)(6)**

No

**Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]**

No

**Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification]**

No

**Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the seat belt enforcement criterion? § 1300.21(e)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d)(5), demonstrating that the State conducts sustained enforcement (i.e., a program of recurring efforts throughout the fiscal year of the grant to promote seat belt and child restraint enforcement), and that based on the State's problem identification, involves law enforcement agencies responsible for seat belt enforcement in geographic areas in which at least 70 percent of either the State's unrestrained passenger vehicle occupant fatalities occurred or combined fatalities and serious injuries occurred]**

No

**Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the high risk population countermeasure programs criterion? § 1300.21(e)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs to improve seat belt and child restraint use for at least two of the following at-risk populations: (i) Drivers on rural roadways; (ii) Unrestrained nighttime drivers; (iii) Teenage drivers; (iv) Other high-risk**

**populations identified in the occupant protection program area plan required under § 1300.21(d)(1)]**

No

**Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the comprehensive occupant protection program criterion? § 1300.21(e)(5)(ii)(B) [Countermeasure strategies (such as enforcement, education, communication, policies/legislation, partnerships/outreach), at the level of detail required under § 1300.11(d), designed to achieve the performance targets of the strategic plan]**

No

**Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]**

No

**Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]**

No

**Is this countermeasure strategy part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]**

No

## Countermeasure strategy description

**To describe the program area countermeasure strategy that will help the State complete its program and achieve specific performance targets, complete the following:**

**Enter assessment of the overall projected traffic safety impacts of the countermeasure strategy chosen and of the planned activities to be funded.**

Education/Public Awareness

University staff will work closely with community-based organizations, employers, the OTS subrecipients, and stakeholders to conduct public awareness, outreach, education, data analysis, and surveys. Training curriculums will be developed and/or updated and distributed to the OTS subrecipients.

**Enter description of the linkage between program area problem identification data, performance targets, identified countermeasure strategy and allocation of funds to planned activities.**

Education/Public Awareness



Illuminate traffic safety messages on approximately 625 fixed freeway changeable message signs.

Conduct traffic safety educational presentations to communities, organizations, and schools. Educational presentations may include topics such as; impaired driving, distracted driving, speed, bicycle and pedestrian safety, seat belt use, and child passenger safety.

Encourage the involvement of community-based organizations in program planning and participation in activities to promote traffic safety.

Deploy visible speed display message/radar trailers.

Promote traffic enforcement and impaired driving recognition training for law enforcement personnel.

Conduct illegal-street racing enforcement training to California law enforcement agencies.

## Evidence of effectiveness

### **Enter a rationale for selecting the countermeasure strategy and funding allocation for each planned activity.**

The evaluation of Educational and Public Awareness campaigns is an essential component of determining the effectiveness of our Enforcement programs.

## Planned activities

**Select existing planned activities below and/or click Add New to enter and select planned activities that the State will conduct to support the countermeasure strategies within each program area to address its problems and achieve its performance targets.**

### **Planned activities in countermeasure strategy**

<b>Planned activity unique identifier</b>	<b>Planned Activity Name</b>	<b>Primary Countermeasure</b>
(PT) Edu	(PT) Education/Public Awareness	

#### 5.8.3.1 Planned Activity: (PT) Education/Public Awareness

<b>Planned activity name</b>	(PT) Education/Public Awareness
<b>Planned activity number</b>	(PT) Edu
<b>Primary countermeasure strategy</b>	

**Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)**

No

**Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]**

No

**Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]**

No

**Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]**

No

**Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]**

No

**Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]**

No

**Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]**

No

**Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]**

No

**Enter description of the planned activity.**

University staff will work closely with community-based organizations employers the OTS subrecipients and stakeholders to conduct public awareness outreach education data analysis and surveys. Training curriculums will be developed and/or updated and distributed to the OTS subrecipients.

**Enter intended subrecipients.**

IHE

**Countermeasure strategies**

**Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.**

**Countermeasure strategies in planned activities**

Fiscal Year	Countermeasure Strategy Name
2019	(PT) Education and Public Awareness

**Funding sources**

**Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.**

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2019	FAST Act NHTSA 402	Other	\$1,200,000.00		\$0.00

**Major purchases and dispositions**

**Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.**

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
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No records found.

**5.9 Program Area: Traffic Records**

**Program area type** Traffic Records

**Will countermeasure strategies and planned activities be described in this plan to address the program area?**

Yes

**Is this program area part of the State occupant protection program area plan for a 405(b) application that identifies the safety problems to be addressed, performance measures and targets, and the countermeasure strategies and planned activities the State will implement to address those problems, at the level of detail required under § 1300.11(c) and (d)?**

No

**Problem identification****Enter description and analysis of the State's highway safety problems (for this program area) as identified through an analysis of data, including but not limited to fatality, injury, enforcement, and judicial data, to be used as a basis for setting performance targets and developing countermeasure strategies.****PROGRAM OVERVIEW**

The traffic records systems in California consists of hardware, software, personnel, and procedures which capture, store, transmit, analyze, and interpret traffic safety data. State and local databases contain crash, citation, adjudication, driver licensing, emergency medical services, injury surveillance, roadway information, and vehicle records. The OTS and the state Traffic Records Coordinating Committee (TRCC) continue to work towards improving accuracy, completeness, timeliness, uniformity, accessibility, and integration of core databases.

**Traffic Records Coordinating Committee**

The TRCC meets bi-monthly and more frequently if necessary. Membership includes stakeholders from agencies representing all core data systems. The TRCC technical committee reviews proposed traffic records projects to identify areas for improvement in training and technical needs. The California Strategic Traffic Safety Data Plan, developed by the TRCC, outlines goals and objectives, and identifies initiatives designed to address traffic records deficiencies identified in the SHSP, and the 2016 NHTSA Traffic Records Assessment.

**Crash Data**

The primary data repository for crash records in California, SWITRS, managed by the CHP, collects and stores collision data from state and local law enforcement agency reports. The CHP continues to improve and expand SWITRS for data accuracy, timeliness and completeness, through electronic crash reporting and integration with local crash databases.

**Roadway Information**

Of the 171,800 miles of public roads in California, the Caltrans manages 15,100 miles, while counties and cities manage 156,682 miles. Caltrans continues to expand the roadway data collected including, at a minimum, the Model Inventory of Roadway

Elements and all fields from the National Highway Railway Crossing Inventory.

### **Local Agency Traffic Records Systems**

The OTS remains focused on the improvement and modernization of city and county law enforcement traffic records systems for consistent data collection across both local and statewide databases. Data collected includes arrests, citations, and crash data from local roadways. The OTS plans to continue support for fully automated collision and citation records and analysis systems for improved collection of state and local traffic records.

### **Countermeasures and Strategies**

In October 2015, the OTS and NHTSA facilitated a traffic records assessment for the State of California. A team of experts in traffic records data systems (crash, driver/vehicle, traffic engineering, enforcement and adjudication, and EMS/Trauma data systems) conducted the assessment. The final report was published February 22, 2016.

The purpose for the assessment was to determine whether the traffic records system in California successfully identifies State highway safety problems, manages countermeasures to reduce or eliminate those problems, and evaluates programs for effectiveness. Recommendations from the traffic records assessment, as well as goals and objectives listed in the strategic traffic safety data plan, help to determine traffic record program priorities.

### **Funded Grant Goals**

Continue work on incorporating the recommendations from the February 2016 Traffic Records Assessment, FHWA sponsored Peer-to-Peer conference, and Crash Data Improvement Plan evaluation into the SHSP and traffic records programs.

Continue to provide funds to agencies on both the city and county level to purchase fully automated collision and citation records and analysis systems to provide timely tracking, identification, analysis, and graphing of collision and citation data.

Establish citywide and countywide GIS collision analysis systems, electronic collision reporting and/or electronic citation systems, including hardware, software, and network cabling to enable data sharing between enforcement agencies, departments of public works, judicial courts and other related agencies.

Continue to provide funding to use and improve the linkage methodologies of linked crash-medical data and make it available for further analysis as well as encourage efforts for a records integration effort and expand the collaborative relationship with DMV.

Provide funding and support to California local and state agencies to respond to federal mandates regarding logging collision location information and performing safety analysis for all California public roadways.

Continue to provide funding for the development of web-based tools to analyze data related to fatal and injury traffic collisions and conduct outreach and educational programs and activities with professional and community stakeholders to increase

## Performance measures

**Select at least one performance measure that is data-driven, that enables the State to track progress toward meeting the quantifiable annual target. For program areas where performance measures have not been jointly developed (e.g., distracted driving, drug-impaired driving) for which States are using HSP funds, the State shall develop its own performance measures and performance targets that are data-driven.**

### Performance Measures in Program Area

Fiscal Year	Performance Measure Name	Target Period(Performance Target)	Target End Year	Target Value(Performance Target)
2019	Traffic Records	Annual	2019	3.0

## Countermeasure strategies

**Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies to submit for program area.**

### Countermeasure Strategies in Program Area

Fiscal Year	Countermeasure Strategy Name
2019	(TR) Traffic Records

## 5.9.1 Countermeasure Strategy: (TR) Traffic Records

<b>Program area</b>	Traffic Records
<b>Countermeasure strategy</b>	(TR) Traffic Records

**Innovative countermeasure strategies are countermeasure strategies which have not yet been proven effective in the highway safety arena but show potential based on limited practical application. Justification of innovative countermeasure strategies can be based on past successes when applied to other behavioral safety problems.**

Is this countermeasure strategy innovative?

No

**Is this countermeasure strategy part of the planned high visibility enforcement strategies that support national mobilizations? § 1300.11(d)(6)**

No

**Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]**

No

**Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification]**

No

**Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the seat belt enforcement criterion? § 1300.21(e)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d)(5), demonstrating that the State conducts sustained enforcement (i.e., a program of recurring efforts throughout the fiscal year of the grant to promote seat belt and child restraint enforcement), and that based on the State's problem identification, involves law enforcement agencies responsible for seat belt enforcement in geographic areas in which at least 70 percent of either the State's unrestrained passenger vehicle occupant fatalities occurred or combined fatalities and serious injuries occurred]**

No

**Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the high risk population countermeasure programs criterion? § 1300.21(e)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs to improve seat belt and child restraint use for at least two of the following at-risk populations: (i) Drivers on rural roadways; (ii) Unrestrained nighttime drivers; (iii) Teenage drivers; (iv) Other high-risk populations identified in the occupant protection program area plan required under § 1300.21(d)(1)]**

No

**Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the comprehensive occupant protection program criterion? § 1300.21(e)(5)(ii)(B) [Countermeasure strategies (such as enforcement, education, communication, policies/legislation, partnerships/outreach), at the level of detail required under § 1300.11(d), designed to achieve the performance targets of the strategic plan]**

No

**Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]**

No

**Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]**

No

**Is this countermeasure strategy part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]**

No

## Countermeasure strategy description

**To describe the program area countermeasure strategy that will help the State complete its program and achieve specific performance targets, complete the following:**

**Enter assessment of the overall projected traffic safety impacts of the countermeasure strategy chosen and of the planned activities to be funded.**

### Data Improvement

This task provides continued funding for employing the more sophisticated Empirical Bayes (EB) method recommended by the American Association of State Highway and Transportation Officials Highway Safety Manual and incorporated into FHWA Interactive Highway Safety Design Model software for comparing collision numbers and establishing performance measures for various program priority areas by the OTS.

### Local Data Records Design/Equipment

This task provides funding for improvement and modernization of databases and data record design for local agency crash and citation reports. Through implementation of the improved databases, local agencies will increase efficiency, improve reporting and improve crash and citation analysis capability which will assist in understanding short and long-term effects of intensified and focused traffic enforcement efforts on collision rates and traffic safety.

### Statewide Data Records Design/Equipment

This task provides funding for the improvement and enhancement of California's TASAS database which will contribute to the efficiency of the state TSN. This task will also provide funding for the improvement and update of the state's Crash Medical Outcomes Data Project (CMOD) files, increase the amount of traffic-related data available for the study of post-crash survivability through the purchase of electronic data capturing hardware for local EMS providers, and ensure California EMS Information System is compliant with National EMS Information System and National Trauma Data Bank data requirements. Additionally, this task provides funding and support for the expansion of data collection efforts and analysis of pedestrian and bicycle fatalities



in California, enhancements to the existing online Traffic Information Management System website, and collaboration with the National Indian Justice Center for improvement of traffic safety for California's tribal population.

### Strategic Highway Safety Planning

This task provides funding to support the statewide efforts for the California SHSP, and a review of the methodologies for conducting a generalizable traffic safety culture survey.

### **Enter description of the linkage between program area problem identification data, performance targets, identified countermeasure strategy and allocation of funds to planned activities.**

#### **Funded Grant Goals**

Continue work on incorporating the recommendations from the February 2016 Traffic Records Assessment, FHWA sponsored Peer-to-Peer conference, and Crash Data Improvement Plan evaluation into the SHSP and traffic records programs.

Continue to provide funds to agencies on both the city and county level to purchase fully automated collision and citation records and analysis systems to provide timely tracking, identification, analysis, and graphing of collision and citation data.

Establish citywide and countywide GIS collision analysis systems, electronic collision reporting and/or electronic citation systems, including hardware, software, and network cabling to enable data sharing between enforcement agencies, departments of public works, judicial courts and other related agencies.

Continue to provide funding to use and improve the linkage methodologies of linked crash-medical data and make it available for further analysis as well as encourage efforts for a records integration effort and expand the collaborative relationship with DMV.

Provide funding and support to California local and state agencies to respond to federal mandates regarding logging collision location information and performing safety analysis for all California public roadways.

Continue to provide funding for the development of web-based tools to analyze data related to fatal and injury traffic collisions and conduct outreach and educational programs and activities with professional and community stakeholders to increase knowledge and awareness of traffic fatal and injury incidents.

### Evidence of effectiveness

### **Enter a rationale for selecting the countermeasure strategy and funding allocation for each planned activity.**

Traffic Records data is crucial for Problem Identification and Countermeasure Strategy deployment.

### Planned activities

Select existing planned activities below and/or click **Add New** to enter and select planned activities that the State will conduct to support the countermeasure strategies within each program area to address its problems and achieve its performance targets.

### Planned activities in countermeasure strategy

Planned activity unique identifier	Planned Activity Name	Primary Countermeasure
(TR) Dat	(TR) Data Improvement	
(TR) Loc	(TR) Local Data Records Design/Equipment	
(TR) Sta	(TR) Statewide Data Records Design/Equipment	
(TR) Str	(TR) Strategic Highway Safety Planning	

#### 5.9.1.1 Planned Activity: (TR) Data Improvement

**Planned activity name** (TR) Data Improvement

**Planned activity number** (TR) Dat

**Primary countermeasure strategy**

**Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)**

No

**Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]**

No

**Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]**

No

**Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]**

Yes

**Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]**

No

**Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]**

Yes

**Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]**

No

**Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]**

No

#### **Enter description of the planned activity.**

This planned activity provides continued funding for employing the more sophisticated Empirical Bayes (EB) method recommended by the American Association of State Highway and Transportation Officials Highway Safety Manual and incorporated into FHWA Interactive Highway Safety Design Model software for comparing collision numbers and establishing performance measures for various program priority areas by the OTS.

#### **Enter intended subrecipients.**

Various State Entities and IHE

#### **Countermeasure strategies**

**Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.**

#### **Countermeasure strategies in planned activities**

<b>Fiscal Year</b>	<b>Countermeasure Strategy Name</b>
2019	(TR) Traffic Records

## Funding sources

Click **Add New** to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2019	FAST Act 405c Data Program	405c Data Program (FAST)	\$1,021,859.00		

## Major purchases and dispositions

Click **Add New** to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
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No records found.

### 5.9.1.2 Planned Activity: (TR) Local Data Records Design/Equipment

**Planned activity name** (TR) Local Data Records Design/Equipment

**Planned activity number** (TR) Loc

**Primary countermeasure strategy**

**Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)**

No

**Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]**

No

**Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]**

No

**Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]**

Yes

**Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]**

No

**Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]**

Yes

**Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]**

No

**Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]**

No

#### **Enter description of the planned activity.**

This planned activity provides funding for improvement and modernization of databases and data record design for local agency crash and citation reports. Through implementation of the improved databases local agencies will increase efficiency improve reporting and improve crash and citation analysis capability which will assist in understanding short and long-term effects of intensified and focused traffic enforcement efforts on collision rates and traffic safety.

#### **Enter intended subrecipients.**

Various County and Local Entities and IHE

#### **Countermeasure strategies**

**Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.**

#### **Countermeasure strategies in planned activities**

**Fiscal Year Countermeasure Strategy Name**

2019 (TR) Traffic Records

**Funding sources**

**Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.**

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2019	FAST Act 405c Data Program	405c Data Program (FAST)	\$2,397,575.00		

**Major purchases and dispositions**

**Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.**

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
TR19002 Countywide Traffic Collision Database System	1	\$160,000.00	\$160,000.00		

**5.9.1.3 Planned Activity: (TR) Statewide Data Records Design/Equipment**

**Planned activity name** (TR) Statewide Data Records Design/Equipment

**Planned activity number** (TR) Sta

**Primary countermeasure strategy**

**Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)**

No

**Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]**

No

**Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]**

No

**Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]**

Yes

**Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]**

No

**Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]**

Yes

**Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]**

No

**Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]**

No

**Enter description of the planned activity.**

This planned activity provides funding for the improvement and enhancement of California's TASAS database which will contribute to the efficiency of the state TSN. This task will also provide funding for the improvement and update of the state's Crash Medical Outcomes Data Project (CMOD) files increase the amount of traffic-related data available for the study of post-crash survivability through the purchase of electronic data capturing hardware for local EMS providers and ensure California EMS Information System is compliant with National EMS Information System and National Trauma Data

Bank data requirements. Additionally This planned activity provides funding and support for the expansion of data collection efforts and analysis of pedestrian and bicycle fatalities in California enhancements to the existing online Traffic Information Management System website and collaboration with the National Indian Justice Center for improvement of traffic safety for California's tribal population.

**Enter intended subrecipients.**

IHE

**Countermeasure strategies**

**Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.**

**Countermeasure strategies in planned activities**

**Fiscal Year Countermeasure Strategy Name**

2019 (TR) Traffic Records

**Funding sources**

**Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.**

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2019	FAST Act 405c Data Program	405c Data Program (FAST)	\$527,000.00		

**Major purchases and dispositions**

**Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.**

**Item Quantity Price Per Unit Total Cost NHTSA Share per unit NHTSA Share Total Cost**

No records found.

**5.9.1.4 Planned Activity: (TR) Strategic Highway Safety Planning**

**Planned activity name** (TR) Strategic Highway Safety Planning



Planned activity number (TR) Str

Primary countermeasure strategy

**Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)**

No

**Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]**

No

**Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]**

No

**Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]**

Yes

**Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]**

No

**Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]**

Yes

**Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]**

No

**Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]**

No

**Enter description of the planned activity.**

This planned activity provides funding to support the statewide efforts for the California SHSP and a review of the methodologies for conducting a generalizable traffic safety culture survey.

**Enter intended subrecipients.**

Various IHE

**Countermeasure strategies**

**Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.**

**Countermeasure strategies in planned activities**

**Fiscal Year Countermeasure Strategy Name**

2019 (TR) Traffic Records

**Funding sources**

**Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.**

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2019	FAST Act 405c Data Program	405c Data Program (FAST)	\$344,636.00		

**Major purchases and dispositions**

**Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.**

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
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No records found.

## 5.10 Program Area: Communications (Media)

**Program area type** Communications (Media)

**Will countermeasure strategies and planned activities be described in this plan to address the program area?**

Yes

**Is this program area part of the State occupant protection program area plan for a 405(b) application that identifies the safety problems to be addressed, performance measures and targets, and the countermeasure strategies and planned activities the State will implement to address those problems, at the level of detail required under § 1300.11(c) and (d)?**

No

### Problem identification

**Enter description and analysis of the State's highway safety problems (for this program area) as identified through an analysis of data, including but not limited to fatality, injury, enforcement, and judicial data, to be used as a basis for setting performance targets and developing countermeasure strategies.**

#### PROBLEM IDENTIFICATION AND DATA ANALYSIS

Like commercial marketers, traffic safety campaign managers have the same basic challenge: affecting consumer behavior. The key to influencing consumer behavior is understanding what motivates consumers. NHTSA has conducted extensive research to glean insights about our targeted populations nationwide. OTS will utilize national insights in conjunction with research findings from our own California specific efforts to inform our outreach campaigns with the goal of educating the California population about how to stay safe on California roadways.

#### ACTION PLAN

The OTS marketing, public relations, media relations, and public affairs effort will focus on generating earned media and utilizing paid media for a wide and deep variety of traffic safety initiatives. This will be accomplished similar to previous years, through targeted DUI, distracted driving, and expanded pedestrian safety campaigns and through active grants – all designed toward lowering the mileage death rate. The OTS will increase emphasis and efforts to engage audiences, particularly 16-35 year olds, through expanded and demographically relevant social media. The campaigns will also expand efforts to build outreach to communities by soliciting and enlisting active partnerships with groups and organizations down to the neighborhood level. The effort includes providing materials and means to local groups so that they can spread various traffic safety messages to their communities, as well as increased media assistance to local subrecipients on proven and new, innovative programs and continuing to target under-represented groups, target audiences, and the general population with traffic safety messages.

### Performance measures

Select at least one performance measure that is data-driven, that enables the State to track progress toward meeting the quantifiable annual target. For program areas where performance measures have not been jointly developed (e.g., distracted driving, drug-impaired driving) for which States are using HSP funds, the State shall develop its own performance measures and performance targets that are data-driven.

#### Performance Measures in Program Area

Fiscal Year	Performance Measure Name	Target Period(Performance Target)	Target End Year	Target Value(Performance Target)
2019	C-1) Number of traffic fatalities (FARS)	5 Year	2019	3,445.4

#### Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies to submit for program area.

#### Countermeasure Strategies in Program Area

Fiscal Year	Countermeasure Strategy Name
2019	(PR) Public Relations, Advertising, and Marketing

#### 5.10.1 Countermeasure Strategy: (PR) Public Relations, Advertising, and Marketing

<b>Program area</b>	Communications (Media)
<b>Countermeasure strategy</b>	(PR) Public Relations, Advertising, and Marketing

**Innovative countermeasure strategies are countermeasure strategies which have not yet been proven effective in the highway safety arena but show potential based on limited practical application. Justification of innovative countermeasure strategies can be based on past successes when applied to other behavioral safety problems.**

Is this countermeasure strategy innovative?

No

**Is this countermeasure strategy part of the planned high visibility enforcement strategies that support national mobilizations? § 1300.11(d)(6)**

No

**Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]**

No

**Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification]**

No

**Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the seat belt enforcement criterion? § 1300.21(e)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d)(5), demonstrating that the State conducts sustained enforcement (i.e., a program of recurring efforts throughout the fiscal year of the grant to promote seat belt and child restraint enforcement), and that based on the State's problem identification, involves law enforcement agencies responsible for seat belt enforcement in geographic areas in which at least 70 percent of either the State's unrestrained passenger vehicle occupant fatalities occurred or combined fatalities and serious injuries occurred]**

No

**Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the high risk population countermeasure programs criterion? § 1300.21(e)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs to improve seat belt and child restraint use for at least two of the following at-risk populations: (i) Drivers on rural roadways; (ii) Unrestrained nighttime drivers; (iii) Teenage drivers; (iv) Other high-risk populations identified in the occupant protection program area plan required under § 1300.21(d)(1)]**

No

**Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the comprehensive occupant protection program criterion? § 1300.21(e)(5)(ii)(B) [Countermeasure strategies (such as enforcement, education, communication, policies/legislation, partnerships/outreach), at the level of detail required under § 1300.11(d), designed to achieve the performance targets of the strategic plan]**

No

**Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]**

No

**Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]**

No

**Is this countermeasure strategy part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]**

No

## Countermeasure strategy description

**To describe the program area countermeasure strategy that will help the State complete its program and achieve specific performance targets, complete the following:**

**Enter assessment of the overall projected traffic safety impacts of the countermeasure strategy chosen and of the planned activities to be funded.**

### PROGRAM OVERVIEW

The OTS has two full-time positions. An Assistant Director of Marketing and Public Affairs who oversees media and public relations for traffic safety issues and initiatives for the OTS. The Assistant Director also oversees a marketing contract that assists the OTS in directing media buys, marketing activities and public awareness campaign planning and execution, video and audio public service announcement (PSA) production, social media, media event planning, print, and graphic materials.

A Public Information Officer I, under the supervision of the Assistant Director of Marketing and Public Affairs- who assists in writing, editing, preparing and distributing news releases, traffic advisories, magazine articles, public service announcements, correspondence, newsletters, brochures, reports, speeches, scripts for radio, video, and other informational material. In the absence of the Assistant Director of Marketing and Public Affairs, represents the office as the media spokesperson.

**Enter description of the linkage between program area problem identification data, performance targets, identified countermeasure strategy and allocation of funds to planned activities.**

### Countermeasures and Strategies

Local and Regional Media: Work directly with the OTS subrecipients in the development of media related materials, coordination of events, materials for public consumption, and specialty articles for publication – all designed to garner increased earned media and positive public awareness of traffic safety messages. Work directly with media outlets to be the first and primary resource for accurate, timely, and expert information on traffic safety issues.

Current Campaigns: Activities surrounding three primary, specific, intensive and dated campaigns, which include DUI/DUID, Distracted Driving Awareness Month, and Pedestrian Safety. Providing on-going, year-round activities which support the three primary campaigns. Providing activities to limited campaigns, including: “*Click It or Ticket*,” Child Passenger Safety Week, Kids in Hot Cars, and several smaller but significant campaigns such as DUI around certain traditional celebration dates, seasonal and weather-related driving, and other national safety days and weeks.

Advertising/Marketing: The OTS Public Affairs enlists the assistance of local, statewide and national media in anti-DUI/DUID, pedestrian safety, and anti-distracted driving campaigns and initiatives. Enhance media reach by partnering with NHTSA, CHP, Caltrans, Department of Motor Vehicles (DMV), ABC, California Department of Public Health (CDPH), non-governmental organizations, and law enforcement agencies throughout the state. Leverage paid media expenditures to gain additional bonus/free marketing opportunities.

All campaigns and strategies include marketing to underserved segments of California’s population.

## Goals

Increase efforts to aggressively pursue successful local, regional, and statewide traffic safety media relations, educational, earned media, public awareness, and social norming campaigns that have an impact on behavior change, foster positive relationships, and create effective traffic safety education and outreach programs.

Include safe driving messages in all campaigns, so that incidents of traffic collisions will result in fewer injuries and more lives saved.

Support the OTS mission of reducing traffic deaths, injuries and economic losses in all public relations, advertising and marketing efforts.

## Evidence of effectiveness

### **Enter a rationale for selecting the countermeasure strategy and funding allocation for each planned activity.**

Public Relations, Advertising, and Marketing complements all NHTSA Countermeasures That Work. California adopted multiple Countermeasures That Work for our priority programs such as; Alcohol and Drug Impaired Driving, Distracted Driving, and Pedestrian and Bicycle Safety. This countermeasure strategy supports national campaigns such as; Click it or Ticket, Child Passenger Safety Week, and Heatstroke Campaign.

## Planned activities

Select existing planned activities below and/or click **Add New** to enter and select planned activities that the State will conduct to support the countermeasure strategies within each program area to address its problems and achieve its performance targets.

### Planned activities in countermeasure strategy

Planned activity unique identifier	Planned Activity Name	Primary Countermeasure
(PR) Pub	PR Tasks	(PR) Public Relations, Advertising, and Marketing

#### 5.10.1.1 Planned Activity: PR Tasks

Planned activity name	PR Tasks
Planned activity number	(PR) Pub
Primary countermeasure strategy	(PR) Public Relations, Advertising, and Marketing

**Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)**

No

**Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]**

No

**Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]**

No

**Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]**

No

**Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]**



No

**Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]**

No

**Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]**

No

**Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]**

No

#### **Enter description of the planned activity.**

##### Statewide Campaigns

The OTS Public Affairs will spearhead several key public awareness campaigns during FFY 2019. Key campaigns will include California's December Holiday DUI Crackdown (Winter Mobilization), Pedestrian Safety, and Distracted Driving (also see Paid Advertising), "*Click It or Ticket*," Child Passenger Safety Week, Motorcycle Safety Month, and DUI enforcement campaigns around other major holiday periods: Memorial Day, Independence Day, and the Summer Mobilization ending Labor Day weekend, as well as St. Patrick's Day, Cinco de Mayo, and Halloween celebration periods. All campaigns will rely heavily upon earned media to educate Californians about safe driving practices, including distracted driving, seat belt use, child passenger safety, pedestrian safety and impaired driving. Moving forward, the OTS will also continue to expand partnerships with the CHP, the DMV, Caltrans, ABC and other state and federal agencies on various programs and campaigns.

##### Partnerships

The OTS has an established track record of developing successful partnerships to raise awareness of important traffic safety issues. The OTS partners represent a variety of community groups; traffic safety industry representatives; local, regional and state government agencies; as well as general business and industry organizations. Public/Private partnerships are very important to the OTS's long-term planning. These partnerships are designed to augment resources, extend outreach to diverse audiences and at-risk communities, and extend marketing opportunities. Past and current partners have supported teen anti-DUI programs, December DUI Crackdown, year-round DUI efforts, child passenger safety, safety belt use, distracted driving, and bicycle and pedestrian issues, to name a few. The OTS will build upon existing partnerships and forge new alliances to support and facilitate the distribution of its traffic safety messages, as well as its own training seminars, meetings, and community events.

## NBA- Sacramento Kings

Public and private partnerships are an important resource for OTS to extend traffic safety messages to new, diverse audiences. The OTS is partnering with the Sacramento Kings to educate fans and concertgoers on how to be safe and attentive when they head to and from the Golden 1 Center. Since April 2017, more than one million people have attended over 125 NBA games, concerts, and shows at the Golden 1 Center. This partnership is designed to provide best safety practices for people leaving a Golden 1 Center event through a variety of platforms, including no texting or distractions while driving, not driving while impaired by utilizing a designated driver or alternative transportation like ride-sharing, bus, train or light rail, and being aware of pedestrians around the downtown Sacramento area. The event experience starts in the car, and support from the Sacramento Kings helps open the door to engaging marketing opportunities about traffic safety issues that resonate with eventgoers, impacting behavior changes that saves lives.

## OTS Website and Social Media

Subrecipients, law enforcement agencies, and other traffic safety stakeholders are increasingly reliant on the OTS website for topical information on everything from grant application information to new data on a plethora of traffic safety subjects. The news media and researchers are using the OTS site as a valued resource. The website is geared to the needs of its primary audiences. Potential and current subrecipients make up the bulk of those visiting the site, with media, researchers, stakeholders, and the general public following along successively. The site was formatted with this usage in mind. However, the OTS sees the gains that could be made by expansion of the offerings of the website and will be undertaking significant changes in 2019.

The OTS has had a social media presence since launching the OTS Facebook in 2009. The use and growth of the OTS Facebook presence has been overwhelmingly positive, with phenomenal growth to a current level of over 74,000 followers, supplying millions of audience impressions. It serves primarily as a public engagement presence for the OTS, supplying traffic safety related posts and supporting specific public awareness campaigns. This social media platform allows the OTS to communicate with all California motorists with real-time updates, life-saving resources and engaging applications. The site is updated multiple times per week with news, engaging posts, videos, photos, polls, Smartphone apps, links and more. In 2019, Facebook will continue to grow as a major communication medium, particularly with our target demographics. In 2010, the OTS expanded its social media presence with the advent of a dedicated OTS YouTube channel featuring videos ranging from California state agency produced PSAs to crash victim videos to special OTS produced videos solely for social media, to appropriate videos from other organizations. In 2011, the OTS initiated a presence on Twitter, which expanded in 2014 with a separate, dedicated DUI “DDVIP” campaign account. Near daily “tweets” provide engaging and often informative communications have grown the sites to over 8,600 followers. Both the OTS and DDVIP opened Instagram in 2015 for more visual interactivity.

All the current OTS presences on social media are seen as a necessary and highly strategic door into the under-35 demographic that is most at risk on our roadways. We will continue to utilize them heavily in 2019 and beyond. In addition, the OTS will continuously monitor the ever-changing universe of social media, evaluating current strategies while staying mindful of what new technologies may be beneficial in the future.

Media Relations

Bringing together expert resources in media relations, public affairs and community outreach, the OTS Public Affairs offers an array of services, including: media relations, marketing, event logistics, creative writing, and campaign management. In 2019, the OTS Public Affairs will be continuing its successful targeted outreach to major media representatives to expand its role as the primary source for traffic safety information in the state. The OTS Public Affairs is a “one-stop shop” resource for all of its subrecipients, whether organizing a media event or assisting in garnering earned media through press releases, press events and the placement of specialty stories. The OTS works with subrecipients when needed to foster positive relations with the media covering their traffic safety programs.

Subrecipient Support

Integrating media into all grant programs on the local level is a key goal and objective in the OTS. The office routinely assists subrecipients in the execution of media events, framing key messages, and arranging media interviews. In addition, the OTS Public Affairs directs the message on news releases, specialty articles, and publicly distributed material penned by local subrecipients and community-based organizations. The OTS provides press release templates, fact sheets, and other materials to subrecipients, so that now most of the press releases received by all media throughout the state stem from the OTS supplied materials. The vast majority of subrecipients are using these materials to streamline their public relations efforts and provide an increased professional look to their media communications.

**Enter intended subrecipients.**

Media Contractor, California Department of Transportation, and the Sacramento Kings.

Countermeasure strategies

**Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.**

**Countermeasure strategies in planned activities**

Fiscal Year	Countermeasure Strategy Name
2019	(PR) Public Relations, Advertising, and Marketing

Funding sources

**Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.**

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
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2019	FAST Act NHTSA 402	Distracted Driving (FAST)	\$505,000.00	\$0.00
2019	FAST Act NHTSA 402	Pedestrian/Bicycle Safety (FAST)	\$495,000.00	\$0.00
2019	164 Transfer Funds-AL	164 Alcohol	\$2,500,000.00	\$0.00
2019	FAST Act 405d Impaired Driving Low	405d Low Paid/Earned Media	\$1,000,000.00	

## Major purchases and dispositions

**Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.**

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
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No records found.

## 5.11 Program Area: Planning & Administration

**Program area type** Planning & Administration

**Will countermeasure strategies and planned activities be described in this plan to address the program area?**

No

**Is this program area part of the State occupant protection program area plan for a 405(b) application that identifies the safety problems to be addressed, performance measures and targets, and the countermeasure strategies and planned activities the State will implement to address those problems, at the level of detail required under § 1300.11(c) and (d)?**

No

## Problem identification

**Enter description and analysis of the State's highway safety problems (for this program area) as identified through an analysis of data, including but not limited to fatality, injury, enforcement, and judicial data, to be used as a basis for setting performance targets and developing countermeasure strategies.**

Operation of the Program

Costs included in this program area include the salaries of the GR, management, fiscal, information technology unit, clerical support personnel, and most operating costs. The portion of all other OTS personnel salaries, as well as certain operating expenses directly related to program development, coordination, public relations, monitoring, evaluation, and auditing are charged to the

appropriate program area. Additionally, funding is used to contract with Caltrans for personnel and miscellaneous administrative services.

In accordance with Appendix D to Part 1300, the OTS is requesting NHTSA approval to continue charging the salary of the Associate Accounting Analyst (AAA), to a combination of planning, administrative, and program management functions based on the following tasks:

The AAA's main responsibilities include: reviewing all grant agreements to verify budgeted amounts are reasonable and allowable; subrecipient audit reports conducted by the DOF; and monitoring reports to ensure fiscal issues are properly documented and that corrective action is taken within six months.

The monthly time record for the AAA will reflect actual time spent on each activity, utilizing after-the-fact Personnel Activity Reports, and will be entered into the California State Accounting and Reporting System (CalSTARS)/Financial Information System for California (FI\$Cal).

#### Program Development and Administrative Coordination

Funding is provided for the necessary staff time and expenses incurred by the OTS that are directly related to the planning, development, coordination, monitoring, evaluation, and auditing of grants within each program area. Assistance is also provided for individuals to attend and participate in committees, training sessions, educational meetings or conferences, and for the preparation of the HSP. Funding may also be provided for the printing of brochures and pamphlets, distribution of literature and media materials developed through successful grants or obtained from other sources, and funding for CHP grant administration.

### Planned Activities in the Planning & Administration

Planned activity unique identifier	Planned Activity Name	Primary Countermeasure
(PA) Pla	(PA) Planning and Administration	

#### 5.11.1 Planned Activity: (PA) Planning and Administration

<b>Planned activity name</b>	(PA) Planning and Administration
<b>Planned activity number</b>	(PA) Pla
<b>Primary countermeasure strategy</b>	

**Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)**

No

**Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]**

No

**Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]**

No

**Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]**

No

**Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]**

No

**Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]**

No

**Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]**

No

**Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]**

No

**Enter description of the planned activity.**

## PROGRAM OVERVIEW

The Planning and Administration program area includes those activities and costs necessary for the overall management and operations of the OTS. These activities include:

- Identifying the state's most significant traffic safety problems
- Prioritizing problems and developing methods for the distribution of funds
- Developing the HSP and Annual Report (AR)
- Recommending individual grants to be funded
- Developing planned grants
- Conducting risk assessments
- Monitoring grants
- Evaluating accomplishments
- Preparing a variety of program and grant reports
- Conducting grant performance reviews
- Contracting with the Department of Finance (DOF) to conduct subrecipient compliance audits
- Increasing public awareness and community support
- Participating in the SHSP challenge area meetings, various traffic safety committees, and task forces
- Generally promoting and coordinating traffic safety in California
- Hosting the Governors Highway Safety Association's Annual Meeting
- Creating public awareness campaigns and providing staff and spokespersons for all annual national campaigns, e.g., *Drive Sober or Get Pulled Over*, *National Distracted Driving Awareness Month*, *Pedestrian Safety*, *DUI Crackdown*, *Click It or Ticket*, *DUI Doesn't Just Mean Booze*, *Child Passenger Safety Week*, *Motorcycle Safety Month*, etc.
- Providing fiscal and operations trainings to all applicable grant personnel annually
- Maintaining and providing continuous improvements to Grant Electronic Management System (GEMS)
- Conducting workshops on the OTS grant funding and the use of GEMS

### Enter intended subrecipients.

The State Highway Safety Office

## Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

### Countermeasure strategies in planned activities

**Fiscal Year Countermeasure Strategy Name**

No records found.

## Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2019	164 Transfer Funds-AL	164 Alcohol	\$1,779,717.00		\$0.00
2019	FAST Act NHTSA 402	Alcohol (FAST)	\$24,536.00		\$0.00
2019	FAST Act NHTSA 402	Distracted Driving (FAST)	\$94,330.00		\$0.00
2019	FAST Act NHTSA 402	Emergency Medical Services (FAST)	\$41,466.00		\$0.00
2019	FAST Act NHTSA 402	Motorcycle Safety (FAST)	\$26,308.00		\$0.00
2019	FAST Act NHTSA 402	Planning and Administration (FAST)	\$1,278,190.00		\$0.00
2019	FAST Act NHTSA 402	Pedestrian/Bicycle Safety (FAST)	\$226,830.00		\$0.00
2019	FAST Act NHTSA 402	Police Traffic Services (FAST)	\$1,105,257.00		\$0.00
2019	FAST Act 405b OP High	405b OP High (FAST)	\$176,284.00		
2019	FAST Act 405c Data Program	405c Data Program (FAST)	\$341,951.00		
2019	FAST Act 405d Impaired Driving Low	405d Impaired Driving Low (FAST)	\$622,837.00		
2018	FAST Act 405e Special Distracted Driving	405e Occupant Protection (FAST)	\$59,979.00		



2019	FAST Act 405f Motorcycle Programs	405f Motorcycle Programs (FAST)	\$27,263.00
2019	FAST Act 405h Nonmotorized Safety	405h Public Education	\$109,052.00

## Major purchases and dispositions

**Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.**

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
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No records found.

## 6 Evidence-based Traffic Safety Enforcement Program (TSEP)

Evidence-based traffic safety enforcement program (TSEP) information

**Identify the planned activities that collectively constitute an evidence-based traffic safety enforcement program (TSEP).**

**Planned activities in the TSEP:**

Planned activity unique identifier	Planned Activity Name	Primary Countermeasure
(DD) Enf	(DD) Enforcement	
(MC) Edu	(MC) Education/Public Awareness and Enforcement	
(PT) Loc	(PT) Local/Allied Agency Enforcement	
(PT) Sta	(PT) Statewide Enforcement	

## Analysis

**Enter analysis of crashes, crash fatalities, and injuries in areas of highest risk.**

### Analysis of Crashes, Crash Fatalities, and Injuries in Areas of Highest Risk

California's Evidenced-Based Enforcement Plan was developed to prevent traffic violations, crashes, and crash fatalities and injuries in areas most at risk. The OTS used many data sources to identify emerging problems identified by agencies that submitted funding applications. The OTS Collision Rankings, along with data from the FARS, SWITRS, STSI, and DUI MIS Report were reviewed and analyzed.

Nationally traffic fatalities have increased, and California's statistics reflect this national trend. An improved economy, drug-impaired driving, distracted driving, speed, and aggressive driving are all contributing factors for this trend, and are discussed in greater detail throughout this document. In California:

Total traffic fatalities increased 7.0 percent from 3,387 in 2015 to 3,623 in 2016

Serious traffic injuries increased 10.3 percent from 11,942 in 2015 to 13,171 in 2016

Alcohol-impaired driving fatalities increased 16.2 percent from 911 in 2015 to 1,059 in 2016

Speeding-related fatalities increased 2.3 percent from 1,032 in 2015 to 1,056 in 2016

Motorcyclist fatalities increased 10.9 percent from 494 in 2015 to 548 in 2016

Drivers age 20 or younger involved in fatal crashes increased 7.2 percent from 404 in 2015 to 433 in 2016

Pedestrian fatalities increased 5.9 percent from 819 in 2015 to 867 in 2016

Bicyclist fatalities increased 8.1 percent from 136 in 2015 to 147 in 2016

## **Enter explanation of the deployment of resources based on the analysis performed.**

### **Deployment of Traffic Law Enforcement Resources Based on Analysis**

Grant funding was recommended by Program Area Coordinators and approved by management based on projected resources. Most law enforcement grants are split-funded by identifying and evaluating the seriousness of problem and available funding. Other considerations include the likelihood of successful projects and potential traffic safety impact.

Subrecipients follow best practice traffic safety enforcement efforts as listed in the NHTSA's "*Countermeasures That Work*," such as DUI/drivers license checkpoints, DUI saturation patrols, warrant details, and court stings. In addition, these efforts include integrated traffic enforcement such as traffic enforcement operations focusing on top primary collision factors, distracted driving operations, motorcycle safety enforcement operations, and bike and pedestrian enforcement operations.

High visibility enforcement is conducted statewide by subrecipients participating in the "National Distracted Driving Awareness Month" in April, May's "National Motorcycle Safety Month" and "National Bicycle Safety Month," the "*Click It or Ticket*" campaign in May and June, and "California's Pedestrian Safety Month" in September. There are additional high visibility enforcement operations during the two eighteen-day national impaired driving mobilizations in August and December along with enforcement efforts on Halloween, Super Bowl Sunday, St. Patrick's Day, Cinco De Mayo, and Independence Day weekend.

Enforcement objectives will be conducted by the California Highway Patrol, Alcoholic Beverage Control, and Selective Traffic Enforcement Program (STEP) subrecipients. The number of planned enforcement operations is part of this plan, but not accompanied in the Highway Safety Plan. Many of the law enforcement agencies are conducting educational presentations to communities, schools, and employers. Effective education presentations include Every 15 Minutes, Know Your Limit, Impact Teen Drivers, and Start Smart programs. Others include child passenger safety and distracted driving presentations, as well as bike rodeo events.

## **Enter description of how the State plans to monitor the effectiveness of enforcement activities, make ongoing adjustments as warranted by data, and update the countermeasure strategies and projects in the Highway Safety Plan (HSP).**

### **Continuous Follow-up and Adjustment**

Program Area Coordinators will review subrecipient Quarterly Performance Reports (QPR), conduct Grant Performance Reviews (GPR) based on a risk assessment, and communicate consistently with subrecipients regarding challenges, accomplishments, and emerging traffic safety issues. Such ongoing monitoring and follow-up provides a mechanism for recommending budget modifications and/or revisions to grant objectives.

## **7 High Visibility Enforcement**

## High-visibility enforcement (HVE) strategies

### Planned HVE strategies to support national mobilizations:

**\*Reminder: When associating a countermeasure strategy to an incentive grant, you must ensure sufficient detail is provided to satisfy the additional incentive grant criteria, where applicable.**

#### Countermeasure Strategy Name

- (PT) Statewide Enforcement
- (PT) Local and Allied Agency Enforcement
- (DD) High Visibility Cellphone/Text Messaging Enforcement
- (DD) Communication Campaign
- (AL) High Visibility Enforcement
- (AL) Communication Campaign

## HVE activities

**Select specific HVE planned activities that demonstrate the State's support and participation in the National high-visibility law enforcement mobilizations to reduce alcohol-impaired or drug impaired operation of motor vehicles and increase use of seat belts by occupants of motor vehicles.**

### HVE Campaigns Selected

Planned activity unique identifier	Planned Activity Name	Primary Countermeasure
(DD) Enf	(DD) Enforcement	
(MC) Edu	(MC) Education/Public Awareness and Enforcement	
(PT) Loc	(PT) Local/Allied Agency Enforcement	
(PT) Sta	(PT) Statewide Enforcement	

## 8 405(b) Occupant Protection Grant

### Occupant protection information

405(b) qualification status: High seat belt use rate State

## Occupant protection plan

**Submit State occupant protection program area plan that identifies the safety problems to be addressed, performance measures and targets, and the countermeasure strategies and planned activities the State will implement to address those problems.**

### Program Area

Occupant Protection (Adult and Child Passenger Safety)

## Participation in Click-it-or-Ticket (CIOT) national mobilization

**Select or click Add New to submit the planned participating agencies during the fiscal year of the grant, as required under § 1300.11(d)(6).**

### Agencies planning to participate in CIOT

#### Agency

Alhambra Police Department

Anaheim Police Department

Arcadia Police Department

Azusa Police Department

Bakersfield Police Department

Baldwin Park Police Department

Bell Gardens Police Department

Bell Police Department

Benicia Police Department

Berkeley Police Department

Beverly Hills Police Department

Brea Police Department

Brentwood Police Department

Buena Park Police Department

Burlingame Police Department

Chino Police Department

Chula Vista Police Department

Citrus Heights Police Department  
Claremont Police Department  
Clovis Police Department  
Colton Police Department  
Concord Police Department  
Corona Police Department  
Costa Mesa Police Department  
Culver City Police Department  
Downey Police Department  
Dublin Police Department  
El Cajon Police Department  
El Centro Police Department  
Elk Grove Police Department  
El Monte Police Department  
Emeryville Police Department  
Escondido Police Department  
Eureka Police Department  
Folsom Police Department  
Fontana Police Department  
Fountain Valley Police Department  
Fremont Police Department  
Fresno Police Department  
Fullerton Police Department  
Gardena Police Department  
Garden Grove Police Department  
Gilroy Police Department  
Glendale Police Department  
Glendora Police Department  
Hawthorne Police Department  
Hayward Police Department

Hemet Police Department  
Hollister Police Department  
Huntington Beach Police Department  
Huntington Park Police Department  
Indio Police Department  
Inglewood Police Department  
Irvine Police Department  
Laguna Beach Police Department  
La Habra Police Department  
La Mesa Police Department  
Lathrop Police Department  
Livermore Police Department  
Lodi Police Department  
Long Beach Police Department  
Los Angeles County Sheriffs Department  
Los Angeles Police Department  
Manhattan Beach Police Department  
Menlo Park Police Department  
Merced Police Department  
Milpitas Police Department  
Modesto Police Department  
Monrovia Police Department  
Montebello Police Department  
Monterey Park Police Department  
Morgan Hill Police Department  
Murrieta Police Department  
Napa Police Department  
National City Police Department  
Newark Police Department  
Newport Beach Police Department

Novato Police Department  
Oakdale Police Department  
Oakland Police Department  
Oceanside Police Department  
Ontario Police Department  
Orange County Sheriffs Department  
Orange Police Department  
Oxnard Police Department  
Pacifica Police Department  
Palm Springs Police Department  
Pasadena Police Department  
Paso Robles Police Department  
Petaluma Police Department  
Pittsburg Police Department  
Placentia Police Department  
Placerville Police Department  
Pomona Police Department  
Porterville Police Department  
Rancho Cordova Police Department  
Redding Police Department  
Redlands Police Department  
Redondo Beach Police Department  
Redwood City Police Department  
Rialto Police Department  
Riverside County Sheriffs Department  
Riverside Police Department  
Rohnert Park Department of Public Safety  
Sacramento Police Department  
Salinas Police Department  
San Bernardino County Sheriffs Department

San Bernardino Police Department  
San Bruno Police Department  
San Diego County Sheriffs Department  
San Diego Police Department  
San Francisco Police Department  
San Gabriel Police Department  
San Jose Police Department  
San Luis Obispo Police Department  
San Mateo Police Department  
San Rafael Police Department  
Santa Ana Police Department  
Santa Barbara County Sheriffs Department  
Santa Barbara Police Department  
Santa Cruz Police Department  
Santa Maria Police Department  
Santa Monica Police Department  
Santa Rosa Police Department  
Signal Hill Police Department  
Simi Valley Police Department  
South Gate Police Department  
South San Francisco Police Department  
Stockton Police Department  
Sunnyvale Department of Public Safety  
Torrance Police Department  
Tustin Police Department  
Upland Police Department  
Vacaville Police Department  
Vallejo Police Department  
Ventura County Sheriffs Department  
Ventura Police Department



Vernon Police Department

Visalia Police Department

Watsonville Police Department

Westminster Police Department

West Sacramento Police Department

Whittier Police Department

Yuba City Police Department

**Enter description of the State's planned participation in the Click-it-or-Ticket national mobilization.**

Enforcement

Encourage participation in the statewide and national “*Click It or Ticket*” campaign and CPS Awareness Week. Illuminate the “*Click It or Ticket*” message during the NHTSA mobilization on approximately 625 fixed freeway changeable message signs.

**Law enforcement agencies will be participating in the “*Click It or Ticket*” campaign and National Child Passenger Safety Week through their STEP grants.**

Child restraint inspection stations

**Submit countermeasure strategies, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State’s problem identification.**

**\*Reminder: When associating a countermeasure strategy to an incentive grant, you must ensure sufficient detail is provided to satisfy the additional incentive grant criteria, where applicable.**

Countermeasure Strategy Name

(OP) Local Education

**Submit planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State’s problem identification.**

**\*Reminder: When associating a planned activity to an incentive grant, you must ensure sufficient detail is provided to satisfy the additional incentive grant criteria, where applicable.**

Planned activity unique identifier	Planned Activity Name	Primary Countermeasure
(OP) Loc	(OP) Local Education	
(OP) StE	(OP) Statewide Education	

**Enter the total number of planned inspection stations and/or events in the State.**

Planned inspection stations and/or events: 2000

**Enter the number of planned inspection stations and/or inspection events serving each of the following population categories: urban, rural, and at-risk.**

Populations served - urban 1320

Populations served - rural 660

Populations served - at risk 930

**CERTIFICATION: The inspection stations/events are staffed with at least one current nationally Certified Child Passenger Safety Technician.**

Child passenger safety technicians

**Submit countermeasure strategies, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification.**

**\*Reminder: When associating a countermeasure strategy to an incentive grant, you must ensure sufficient detail is provided to satisfy the additional incentive grant criteria, where applicable.**

**Countermeasure Strategy Name**

(OP) Local Education

**Submit planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification.**

**\*Reminder: When associating a planned activity to an incentive grant, you must ensure sufficient detail is provided to satisfy the additional incentive grant criteria, where applicable.**

Planned activity unique identifier	Planned Activity Name	Primary Countermeasure
(OP) Loc	(OP) Local Education	
(OP) StE	(OP) Statewide Education	

**Enter an estimate of the total number of classes and the estimated total number of technicians to be trained in the upcoming fiscal year to ensure coverage of child passenger safety inspection stations and inspection events by nationally Certified Child Passenger Safety Technicians.**

Estimated total number of classes      35

Estimated total number of technicians   700

## Maintenance of effort

**ASSURANCE:** The lead State agency responsible for occupant protection programs shall maintain its aggregate expenditures for occupant protection programs at or above the level of such expenditures in fiscal year 2014 and 2015.

## **9 405(c) - State Traffic Safety Information System Improvement Grant**

### Traffic records coordinating committee (TRCC)

**Submit at least three meeting dates of the TRCC during the 12 months immediately preceding the application due date.**

#### Meeting Date

1/17/2018

3/21/2018

5/16/2018

### **Enter the name and title of the State's Traffic Records Coordinator**

Name of State's Traffic Records Coordinator: Christine Inoye

Title of State's Traffic Records Coordinator: TRCC Exec Coordinator

**Enter a list of TRCC members by name, title, home organization and the core safety database represented, provided that at a minimum, at least one member represents each of the following core safety databases: (A) Crash; (B) Citation or adjudication; (C) Driver; (D) Emergency medical services or injury surveillance system; (E) Roadway; and (F) Vehicle.**

## **California TRCC Committee Membership Rosters**

### **Executive TRCC Membership (May 2018)**

<b>Name</b>	<b>Title</b>	<b>Home Organization</b>	<b>Member Function</b>
Christine Inouye	Undersecretary	California State Transportation Agency	Undersecretary California State Transportation Agency/TRCC Executive Coordinator
Rhonda Craft	Director – Governors Highway Safety Rep	California Office of Traffic Safety	Program Advisor
Martin Hoshino	Administrative Dir.	Judicial Council of California	Law Enforcement/ Adjudication Data System
Warren Stanley	Commissioner	California Highway Patrol	Crash Data System
<i>Laurie Berman</i>	Director	California Department of Transportation	Roadway Data System
Jean Shiomoto	Director	California Department of Motor Vehicles	Driver/Vehicle Data System
Howard Backer, MD, MPH, FACEP	Director	California Emergency Medical Services Authority	Pre-Hospital EMS System
Scott Christman	Deputy Director	Deputy Director and Chief Information Officer of the Information Services Division	Emergency Department and Hospital Discharge Data
Karen L. Smith, MD, MPH	Director	California Department of Public Health	Injury Surveillance Data System
Christopher Murphy	Regional Administrator	National Highway Transportation Administration	Program Advisor
Dr. David Ragland	Director - SafeTREC	University of California – Berkeley – Safe Transportation and Research Center	Crash Data Analysis Advisor

### Technical TRCC committee Membership (May 2018)

Name	Title	Agency	Member Function
Bill Ehart	TRCC Tech Committee Chair/Law Enforcement Liaison	California Office of Traffic Safety	TRCC Coordinator Technical Committee
Jay Song	Chief Technology Officer	California Highway Patrol	Crash Data System
Dr. David Ragland	Director - SafeTREC	University Of California – Berkeley	Crash Data Analysis
Jim Appleton	Chief, Division of Research, Innovation, and System Information	California Department of Transportation	Roadway Data System
Mandy Chu	Office Chief, Highway System Information & Performance	California Department of Transportation	Roadway Data System
Suzanne Schleder	Senior Business Systems Analyst	Judicial Council of California	Information Technology/ Administrative Division
Isaac Tillman	Commander	California Highway Patrol	Crash Data System
Teri Harness		California Emergency Medical Services Authority	Pre-Hospital EMS System
Thomas Schriber	Chief, Traffic Safety Program	California Department of Transportation	Roadway Data System

<b>Name</b>	<b>Title</b>	<b>Agency</b>	<b>Member Function</b>
Dalila Fontana	ISU/FARS Manager	California Highway Patrol	Crash Data System
Ofori, Edward Ofori, Edward Ofori, Edward	Data Analyst	Federal Highway Administration	Federal Liaison
Kathleen Bissell		California Emergency Medical Services Authority	Program Director
Brian Domsic	Chief, TASAS Branch	California Department of Transportation	Roadway Data System
Brian Huynh	Regional Program Manager	National Highway Transportation Administration	Federal Liaison
Ed Armitage	Chief Information Officer	California Emergency Medical Services Authority	Pre-Hospital EMS System
Kimberly Holder	Data Processing Manager III	California Highway Patrol	Crash Data System
Randy Weissman	Chief Deputy, Operations	California Office of Traffic Safety	Program Advisor
Matt DeMelo	Asst. Dir of Operations	California Office of Traffic Safety	Program Advisor
Sladjana Oulad Daoud	Research Program Specialist II	California Department of Motor Vehicles	Driver Data/Vehicle Registration Data System
Chris Krawczyk, PhD	Chief Analytics Officer	California Office of Statewide Health Planning and Development - Healthcare Analytics Branch	Emergency Department Data and Hospital Discharge Data

<b>Name</b>	<b>Title</b>	<b>Agency</b>	<b>Member Function</b>
Bao Her	Regional Coordinator	California Office of Traffic Safety	Program Advisor
Jennifer Mercado	Quality Assurance Manager	California Highway Patrol	Crash Data System
Nancy Marker	Specialist 1	California Emergency Medical Services Authority	Research Program
Thomas McGinnis	Director	California Emergency Medical Services Authority	Pre-Hospital EMS System
Dan Smiley	Deputy Director	California Emergency Medical Services Authority	Pre-Hospital EMS System
Jill Cooper	Co-Director – SafeTREC	University of California – Berkeley	Crash Data Analysis
SangHyouk Oum	SafeTREC	University of California - Berkeley	Crash Data Analysis
Carolyn Zambrano	Research Scientist	California Department of Public Health	Injury Surveillance Data System
Steve Wirtz	Research Scientist Supervisor	California Department of Public Health	Injury Surveillance Data System
John L. Enschede, Ph.D., P.E.	Safety Monitoring Specialist	Division of Traffic Operations California Dept. of Transportation	Roadway Data System

Name	Title	Agency	Member Function
Nana Tufuoh	Research Scientist	California Department of Public Health	Injury Surveillance Data System
Andrew Malizia	Civil Engineer	Stanislaus County Public Works	Local Road Data

## State traffic records strategic plan

**Upload a Strategic Plan, approved by the TRCC, that— (i) Describes specific, quantifiable and measurable improvements, as described in paragraph (b)(3) of this section, that are anticipated in the State’s core safety databases, including crash, citation or adjudication, driver, emergency medical services or injury surveillance system, roadway, and vehicle databases; (ii) Includes a list of all recommendations from its most recent highway safety data and traffic records system assessment; (iii) Identifies which recommendations identified under paragraph (b)(2)(ii) of this section the State intends to address in the fiscal year, the countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), that implement each recommendation, and the performance measures to be used to demonstrate quantifiable and measurable progress; and (iv) Identifies which recommendations identified under paragraph (b)(2)(ii) of this section the State does not intend to address in the fiscal year and explains the reason for not implementing the recommendations.**

### Documents Uploaded

CSTSDP Jun 24 2018.pdf

IPR for CHP FFY 2019 405c application.doc

IPR for Caltrans SPFs FFY 2019 405c application.doc

IPR for Caltrans crash coding FFY 2019 405c application.doc

IPR for CDPH CMOD FFY 2019 405c application.doc

IPR for Caltrans LRS FFY 2019 405c application.doc

IPR for courts FFY 2019 405c application.doc

IPR for Stanislaus county FDE effort FFY 2019 405c application.doc

**Enter a direct copy of the section of the State traffic records strategic plan that lists all recommendations from the State’s most recent highway safety data and traffic records system assessment.**

## California 2016 Traffic Records Assessment Recommendations



**Strategic Planning Recommendations**

Strengthen the TRCC's abilities for strategic planning to reflect best practices identified in the Traffic Records Program Assessment Advisory.

**Crash Recommendations**

Improve the applicable guidelines for the Crash data system to reflect best practices identified in the Traffic Records Program Assessment Advisory.

Improve the interfaces with the Crash data system to reflect best practices identified in the Traffic Records Program Assessment Advisory.

Improve the data quality control program for the Crash data system to reflect best practices identified in the Traffic Records Program Assessment Advisory.

**Vehicle Recommendations**

Improve the data quality control program for the Vehicle data system to reflect best practices identified in the Traffic Records Program Assessment Advisory.

**Driver Recommendations**

Improve the interfaces with the Driver data system to reflect best practices identified in the Traffic Records Program Assessment Advisory.

Improve the data quality control program for the Driver data system to reflect best practices identified in the Traffic Records Program Assessment Advisory.

**Roadway Recommendations**

Improve the applicable guidelines for the Roadway data system to reflect best practices identified in the Traffic Records Program Assessment Advisory.

Improve the data dictionary for the Roadway data system to reflect best practices identified in the Traffic Records Program Assessment Advisory.

Improve the data quality control program for the Roadway data system to reflect best practices identified in the Traffic Records Program Assessment Advisory.

**Citation / Adjudication Recommendations**

Improve the applicable guidelines for the Citation and Adjudication systems to reflect best practices identified in the Traffic Records Program Assessment Advisory.

Improve the data dictionary for the Citation and Adjudication systems to reflect best practices identified in the Traffic Records Program Assessment Advisory.

Improve the data quality control program for the Citation and Adjudication systems to reflect best practices identified in the Traffic Records Program Assessment Advisory.

### **EMS / Injury Surveillance Recommendations**

Improve the interfaces with the Injury Surveillance systems to reflect best practices identified in the Traffic Records Program Assessment Advisory.

Improve the data quality control program for the Injury Surveillance systems to reflect best practices identified in the Traffic Records Program Assessment Advisory.

Improve the data quality control program for the Citation and Adjudication systems to reflect best practices identified in the Traffic Records Program Assessment Advisory.

**Enter a direct copy of the section of the State traffic records strategic plan that identifies which recommendations the State intends to address in the fiscal year, the countermeasure strategies and planned activities, at the level of detail required under 23 C.F.R. 1300.11(d), that implement each recommendation, and the performance measures to be used to demonstrate quantifiable and measurable progress.**

## **Strategic Plan Vision, Goals and Objectives**

### ***Vision***

The following vision was established by the TRCC group for California's safety data system:

*California will have **complete, accurate, uniform, and timely** information describing its highway traffic safety experience.*

This strategic safety data plan presents goals, objectives, and initiatives to guide California towards this vision.

### **Overview of Goals and Objectives**

***The primary or ultimate goal for the plan is that California's traffic records data system, as described in the vision statement, will be based on crash reports, driver history, vehicle***

***records, roadway descriptions and road usage, citations and adjudications, and the injury/medical consequences of crashes for road users including motor vehicle occupants, pedestrians, and bicyclists. This information will be accessible to decision makers in databases consistent with national and state guidelines and that are integrated with various data sources in order to create useful resources supporting the goal of saving lives and reducing injuries and costs associated with motor vehicle crashes.***

Six intermediate goals were established to achieve the primary goal and the strategic plan vision. They are as follows:

Intermediate Goal 1 - Collection and creation of a road safety database containing, at a minimum, MIRE Fundamental Data Elements as established in the 24 CFR Part 924 for all public roads in California no later than September 30, 2026. Where applicable, the road safety database will include all fields from the U.S. DOT National Highway Railway Crossing Inventory.

Intermediate Goal 2 - Create and implement an effective and efficient statewide electronic collision data transfer system.

Intermediate Goal 3 - Create and implement a base mapping system to support California's traffic records system.

Intermediate Goal 4 - Develop and support data integration projects, involving components of the traffic records system.

Intermediate Goal 5 - Improve the quality and availability of traffic records data for the State's traffic safety stakeholders.

Intermediate Goal 6 – Continue marketing and outreach efforts with the State's traffic safety stakeholders.

These six intermediate goals represent the current understanding of the needs to achieve the vision. As previously described, this plan is a living document. Additional goals may be added to achieve this vision. Each of the six intermediate goals is translated into one or more objectives, presented in Table 1.

**Table 1: Plan Goals and Associated Objectives**

Goal	Objectives
<p><b>Goal 1: Collection and maintenance of safety data for all public roads in California</b></p>	<p>Objective 1.1 Improved Roadway Data (State and Local)</p>
<p><b>Goal 2: Electronic Crash Data</b></p>	<p>Objective 2.1- Electronic Crash Data Transfer</p>
	<p>Objective 2.2 - Better Crash Location Information</p>
<p><b>Goal 3: Base Mapping System</b></p>	<p>Objective 3.1 - Create a Common Base Map as a Foundation for Layering Data from State and Local Entities, including Crash, Citation, and Emergency Management Data.</p>

Objective 3.2 - Develop a Process to Assure Data Sets from all Agencies will be Geospatially Placed on the California Base Map

**Goal 4: Data Integration**      Objective 4.1 - Conduct a Requirements Analysis Including a Review of Data Dictionaries to Identify and Compile Variables Needed for Linkage and Analysis into Standard Requests for Data Owners

**Goal 5: Quality and Availability**      Objective 5.1 - Improve Quality and Availability of Crash Data

Objective 5.2 - Improve the Quality and Availability of Roadway and Exposure Data

Objective 5.3 - Develop Better Quality Control Processes

**Goal 6: Marketing and Outreach**      Objective 6.1 - Continue to Engage and Communicate with State and Local Law Enforcement and Engineering Agencies about the Importance of High Quality Crash Data

## **Initiatives Proposed to Achieve Goals**

### **Goal 1 Collection of MIRE Fundamental Data Elements for all public roads in California.**

The goal or end state for Goal 1 is the collection and maintenance of safety data for all public roads in California. One objective is proposed under this goal.

Collection and creation of a road safety database containing, at a minimum, MIRE Fundamental Data Elements as established in the 24 CFR Part 924 for all public roads in California no later than September 30, 2026. Where applicable, the road safety database will include all fields from the U.S. DOT National Highway Railway Crossing Inventory.

## **Initiative 1.1 Improved Roadway Data (State and Local)**

### ***Issue***

Roadway data are critical to making informed decisions about highway safety. While the State's access to Roadway Data on the State Highway System is being addressed under is significantly better than the Roadway Data available to local roadway safety practitioners, it still does not fully meet the new requirements of the Fixing America's Surface Transportation (FAST) Act in regards to containing all the subset of the Model Inventory of Roadway Elements (MIRE), referred to as the Fundamental Data Elements (FDE). The FDE have to be referenced to the statewide base map. FAST ACT also includes performance measures and State targets for achieving a significant reduction in traffic and serious injuries. If the state fails to meet these requirements and targets, California could lose tens and potentially even hundreds of millions of dollars in federal funding every year.

### ***Description of Initiative***

Once State safety practitioners have access to more robust and accessible "Roadway Data", they will be able to better assess the true factors affecting safety and use this understanding to propose more effective safety improvements.

The following are some of the key roadway data elements that need to be collected and referenced in the new statewide base map: Roadway cross section (pavement widths, lanes, shoulders, sidewalks, etc.); Roadway delineation (striping type/# and markings); Roadway Signage (type/#, size, reflectivity, post), Roadway alignment (horizontal, vertical, and cross-slope), Roadway recovery areas (slope, obstacles, sight distance); etc.

Eventually, all Roadway Data is to be referenced to the new statewide state and local roadway base map so it can be retrieved in connection to other Crash and Volume data for similar locations to assist safety practitioners complete their safety analyses. The data needs to be collected in a geo-referenced process. The collection process should also be designed to capture economies-of-scale efficiencies at statewide levels.

### *Timeframe*

Completion of this initiative is based on the completion of the Statewide Base Map. However, FAST ACT notes that States should incorporate an implementation plan for collecting the MIRE FDEs into their next State Traffic Records Strategic Plan update. Therefore, this is both a short and long-term initiative. Critical milestones include the following:

- Establishment of a formal working SHS Roadway Data group.
  - Development of an implementation plan to collect the MIRE FDEs by July 1, 2017 for incorporation into the CSTSDP.
- Implementation of strategy, which includes the roadway data being geo-referenced and stored on the statewide base map.
- Establishment of measures to ensure the data is being collected per this plan.
- Formal approval of the Caltrans Traffic and TSI managers.

### *Performance Measures*

The ultimate performance measure for this initiative is as follows:

- Identified roadway elements have been collected, stored, and ready for viewing on the statewide base map for the state system.

The milestones as listed in attachment 1 - MIRE FDE Project Management Plan can also be used as leading performance measures while the system is under development.

## **Goal 2 – All Crash Data are Transferred Electronically**

The goal or end state for Goal 2 is described as “An effective and efficient statewide electronic collision data transfer system is developed that serves the needs of all its users.” Two objectives are proposed under this goal:

- 2.1 - Electronic Crash Data Transfer.
- 2.2 - Better Crash Location Information.

Three initiatives are proposed to achieve these objectives. These initiatives are briefly described in the following section.

### **Initiative 2.1.1 Implement Electronic Crash Data Transfer Procedures**

#### ***Issue***

Currently, the State of California does not collect/receive traffic collision reports electronically to the Statewide Integrated Traffic Records System (SWITRS) from all law enforcement agencies. Only the CHP currently has the capability of submitting crash reports electronically into the SWITRS database. For allied law enforcement agencies, the system is totally paper-based and relies on manual entry. Although a number of allied agencies are now using field data capture methods to enter the data into their locally designed records management systems, they are required to print hard copy reports and mail them to the CHP for manual entry. Because of several compounding factors, there is a backlog with the paper/manual system for allied agency crash reports, which has resulted in significant delays in providing timely collision information and statistics to the consumers in need of the information.



### *Description of Initiative*

The purpose of this initiative is two-fold. The first portion is to implement electronic crash data transfer procedures for all law enforcement agencies to a centralized repository—SWITRS. The second portion is to automate and consolidate the current manual key data entry processes within the California Highway Patrol (CHP).

An electronic crash data transfer solution for all law enforcement agencies will allow for electronic transmission of traffic collision reports to the SWITRS II database. This will reduce the need for allied agencies to print hard copies and mail the reports to the CHP Headquarters in Sacramento.

This process will also eliminate the need of manual entry of the traffic collision reports, thus, reducing processing time and increasing the accuracy and completeness by validating data against the establish business rules during data entry.

### *Timeframe*

This is a long-term initiative estimated to be completed in 2023. The milestones needed to complete this initiative are as follows:

1. Work with the awarded vendor on developing a customized COTS solution to input and import data into the SWITRS database.
2. Create a fully functional and administered SWITRS database that provides integral and meaningful data that assists in research and studies.
3. Deploy a robust and efficient statewide automated environment in support of the SWITRS database that provides immediate online response to SWITRS data requests.
4. Survey the capabilities of allied agencies to send and receive electronic crash data.
5. By 2023, crash data can be accepted electronically from the allied agencies.

## ***Performance Measures***

There are several performance measures that could be used to track the performance of this initiative. The primary performance measure is the percent of the total allied agency crash reports that are accepted electronically.

### **Initiative 2.1.2 Crash Data are Automatically Shared with Other Data Systems**

#### ***Issue***

There currently is limited sharing of crash data information between traffic safety related data systems, including local agencies. No automatic crash data sharing has been implemented. There is a need to develop, in the long-term, automated reporting processes to share data within the California Highway Patrol (CHP) Support Services Section's units; Fatal Accident Reporting System (FARS); and SafetyNet, and to the Department of Motor Vehicles, Caltrans, and other primary stakeholders and entities such as local agencies. A mechanism is also needed where partners can report revisions to CHP.

#### ***Description of Initiative***

This initiative is to replace the paper-based processes with an electronic solution that will allow integration, customization, and rule specification. This will aid in improving the Model Minimum Uniform Crash Criteria compliance and target each performance area of the "six-pack" (accuracy, completeness, integration, timeliness, uniformity, accessibility). An electronic exchange will enable all stakeholders to electronically receive and process data, thereby allowing them to provide traffic violation and collision information in a more timely, accurate uniform way. The exchange would:

- Create timely accessible data in which users can query reports.
- Reduce cost and resources necessary to print and mail hard copy reports, as well as storage space and materials.

- Increase participation from allied agencies in electronic submittal when they benefit from the timely use of the data.

### ***Timeframe***

This is a long-term initiative estimated to be completed in 2023. The milestones needed to complete this initiative are as follows:

1. Conduct an assessment of all the involved parties (including local agencies) and define what crash information each stakeholder requires.
2. Procure a vendor-based solution.
3. Create/develop data integration and interfaces (linkages) to the software solution.
4. FARS, Caltrans, and SafetyNet data are automatically added to their respective databases by 2019.

### ***Performance Measures***

The ultimate performance measure for this initiative is the active sharing of data electronically by agencies. The milestones can be used as leading performance measures.

## **Initiative 2.2.1 Electronic Assignment of Crash Location Information**

### ***Issue***

Currently, SWITRS does not have the capability to accept crash location information (latitude and longitude) electronically via the use of a Global Positioning System (GPS). The final SWITRS data in 2011 accounted for only 76.3% of CHP jurisdiction reports having GPS coordinates and 5.5% of allied agencies jurisdiction reports providing GPS coordinates. The combined total collisions with GPS latitude/longitude coordinates was

34.6% based on the final 2011 data.

Even though the CHP has worked on developing a more practical method of collecting coordinates, the issue is getting users to provide the crash location information. Time constraints and accessibility are a factor in the crash location being left off of the report. In some instances, especially in remote locations, it is not feasible to gather the location of a crash due to factors such as high traffic volume, weather conditions, and/or windy roadways. Another problem is not all users of the CHP 555 Traffic Collision Report are using the most recent revision of the form, causing inconsistent information being provided. Additionally, the information provided on the CHP 555 is still being manually entered into the SWITRS database, which creates the potential for human error. It is also a cumbersome process, which reduces the timeliness and accessibility of the information.

### ***Description of Initiative***

The purpose of this initiative is to develop a shared crash location information tool that allows users to access collision and roadway data through the enhancement of mapping capabilities.

This should be accomplished by working with Caltrans to develop a base-map with multiple layers (similar to their Quick Map tool) that all agencies can access at any time.

The automation of crash location information will benefit all agencies that use the data in addressing deficiencies and improving/supporting the collection of detailed traffic records by pinpointing where collisions occur. This will save on the amount of time and effort it takes to investigate and record a mile-post marker and/or latitude/longitude coordinate. Additionally, the accuracy and accessibility of crash locations should increase, allowing the end user to filter crash locations and study problem areas (also referred to as “hot spots”) along roadways for highway safety improvements.

The initiative to have crash location information is closely related to Goal 3 – Create and Implement a Base Mapping System to Support California’s Traffic Records System. The success of this initiative is dependent on the development and completion of Goal

3. The goal of this initiative is to provide better crash location data by developing and implementing an electronic method for collecting and transmitting collision coordinates, whether mile-post marker and/or latitude/longitude, to a database potentially using an automated roadway locator tool.

### ***Timeframe***

This is a long-term initiative estimated to be completed in 2023. The milestones needed to complete this initiative are as follows:

1. If appropriate, complete a Feasibility Study Report and have it approved by the California Technology Agency.
2. Conduct an assessment about the ability to collect and include latitude and longitude coordinates on the CHP 555, Traffic Collision Report.
3. Develop an Operational Plan and policies and procedures for the implementation of crash location information.
4. Work with the awarded vendor on developing a customized solution to input and import data into the SWITRS database, if necessary.
5. Test the collection, transmission, and SWITRS receipt and display of crash location coordinates on a mapping display in an operational mode.
6. By 2019, all crash data is easily assigned a uniform location code by an easy to use or automated process.

### ***Performance Measures***

The performance measures for this initiative are as follows:

- Percent of collisions located electronically as part of the reporting of the collision.
- Percent of collisions located within 30 days from the date of the collision.

The milestones can also be used as leading performance measures while the system is under development.

## **Goal 3 Create and Implement a Base Mapping System to Support California's**

## Traffic Records System

### *Issue*

The Fixing America's Surface Transportation (FAST) Act and the Moving Ahead for Progress in the 21st Century (MAP-21) called for advancing the capabilities of States for safety data collection, integration, and analysis to support the strategic and performance-based goals in the Strategic Highway Safety Plans (SHSP) and Highway Safety Improvement Program (HSIP). [23 U.S.C. 148 (c)(2)]. This section provides guidance on the capabilities that a State's safety data system should have in order to support safety analyses and evaluations. One of the identified capabilities is geolocation of safety data to a common highway basemap. Crash, roadway, and traffic data should be linkable by geolocation such as a unique location identifier, on a highway basemap.

In 2014 the Federal Highway Administration (FHWA) added a Highway Performance Monitoring System (HPMS) requirement for States to update their Linear Referencing System, All Road Network of Linear Referenced Data (ARNOLD), to include all public roadways within the State. States without basemaps inclusive of all public roads should first complete the mapping of all roads to the basemap.

Goal 3 is to develop, enhance, and implement an All Public Roads Linear Referencing System basemap to support California's Traffic Records System. Two Objectives are proposed under this goal.

### *Description of Initiative*

3.1 – Create a common basemap as a foundation for layering data from state and local agencies.

3.1.1 – Development of a California All Public Roads Linear Referencing System

3.1.2 – 2016 Update and Clean-up of Caltrans' All Roads Linear Referencing System

3.1.3 – Geospatial Data Migration and Implementation Plan

3.2 – Develop a process and partnerships among Traffic Records Coordinating Committee members and local agencies to geospatially locate traffic safety data including crash, roadway, volume, citation, and other traffic safety data on the California basemap.

### **Initiative 3.1.1 – Development of a California All Public Roads Linear Referencing System**

**Objective:** The objective of this project is to develop the necessary data and successfully update and develop Caltrans' Linear Referencing System (LRS) for all locally-owned public roads for California statewide. The resulting data of this development effort serves as the primary reference base for

Highway Performance Monitoring System (HPMS) information to meet the ARNOLD requirement. This development effort focuses on all road segments, Functional Classifications 1-7, as currently listed in the California Road System (CRS) data layer. Further, this effort results in the creation of a standard statewide LRS road network dataset for use by Caltrans and its external partners.

The ultimate goal of this project is to create a statewide All Roads LRS Network dataset and associated best practices.

### **Tasks:**

#### 1. Linear Referencing System Development –

Automated Build of the Core LRS: use the process developed in the pilot project to build each segment's core m values, and unique IDs based on a series of well-defined business rules.

Create an event table for functional classification from the Enhanced Tiger dataset.

#### 2. Linear Referencing System Maintenance and Support –

Develop a streamlined procedure to allow GIS layers and associated attribution to be updated by assigned State and Regional users.

#### 3. Final Report – document all processes used in developing data and updating the LRS statewide and all work performed in this project.

**Duration:** June 2013 – August 2015

**Status:** Complete

### **Initiative 3.1.2 – 2016 Update and Clean-up of Caltrans' All Roads Linear Referencing System**

**Objective:** The current All Roads LRS Network was aligned to National Agriculture Imagery Program (NAIP) 2014 aerial imagery at a scale of 1:24,000. The primary objectives of this project are to update All Roads LRS Network using the NAIP 2016 aerial imagery with more current roadway geometry and to improve data quality to meet ARNOLD and the Model Inventory Roadway Elements (MIRE) requirements.

The project, using a phased approach, focuses on upgrading and cleaning up LRS geometry in all 58 counties in California at a higher precision (i.e., 1:2500 scale). The first contract, currently underway, with the Geographic Information Center (GIC) at California State University, Chico (CSU Chico), is to update and improve the LRS network in 15 counties.

Caltrans has also received an OTS grant for FY 17/18 to augment the existing contract in order to expedite the project schedule and complete six additional counties.

**Tasks:**

1. Update roadway geometry based on the NAIP 2016 aerial imagery
2. Clean up erroneous geometry (inherited from TIGER/Line shapefile) that doesn't appear to represent actual roadway
3. Update dual carriageways per ARNOLD specification
4. Name unnamed streets based on official street names obtained from local shapefiles, Google and/or Bing maps.
5. Add/update valid Roundabouts
6. Update LRS keys for ramp records
7. Provide technical supporting for maintaining All Roads LRS

**Duration:** Medium (3-5 year) term

Completion date for the first phase is May 2019. The second phase of project will start once the current Caltrans' All Roads LRS is successfully migrated to ESRI Roads and Highway platform under Initiative 3.1.3, Geospatial Data Migration and Implementation Plan is complete. The estimated start date of second phase is April 2021 and end date is June 2022.

**Status:**

Deliverables/completed tasks for FY 17/18:

Target to complete approximately four counties in District 4 (Contra Costa, Alameda, Santa Clara, and San Mateo) at the high precision scale. In addition, contract will complete other statewide clean up including Unnamed streets and NAIP 2016 additions.

Execute service contract with CSU, Chico to complete approximately six additional counties using the approved OTS grant.

**Initiative 3.1.3 – Geospatial Data Migration and Implementation Plan**

**Objective:** Migrate the current Caltrans' All Roads Linear Referencing System (LRS) in Geomedia into ESRI Roads & Highways (R&H) platform. The project consists of two efforts – the first is to focus just on the migration of two counties, San Diego and Imperial, for the purposes of developing data migration methods and tool, satisfactorily representing and managing the unique Caltrans Postmile System in Roads and Highways, and satisfactorily maintaining event tables in Roads and Highways. Once successful, Caltrans will launch a second contract to bring the entire Statewide LRS network into R&H platform.



**Tasks:**

1. Project Planning
2. Migration will include a data model design, a high-level Source-to-Target worksheet, a sample data migration, update requirements, quality control and testing the migrated data, implement productivity tools in the Caltrans environment and define the LRS and business data workflows for the Operations, Maintenance, and Support Guide. It will also include the development of the Test Plan, the final testing, and validation.
3. Implementation will include implementing the data and tools in the production environment and provide a Production Environment Build Report.

**Duration:** Medium (3-5 year) term

Completion date for the first contract is April 2019. The second contract is anticipated to take 12 months to complete (July 2019-June 2020).

**Status of first contract:**

Deliverables/completed tasks for FY 17/18:

## Task 2 – Project Planning

Stakeholder Management Plan – 11/2/17

Data Migration and Implementation Plan – 11/20/17

Roads & Highways (R&H) Business Requirements – 1/18/18

Functional Requirements – 1/18/18

R&H Maintenance Change Management Plan – 1/31/18

Resource Management Plan – 2/1/18

## Task 3 – Design and Testing

R&H Solution Architecture – 2/15/18

R&H POC System Design and Data Dictionary – 4/3/18

Establish R&H Development and Test Environments – 5/18/18

Data Migration and Validation within R&H Test Environment – 6/19/18

**Goal 4 Develop and Support Data Integration Projects, Involving all****Components of the Traffic Records System**

The goal or end state for Goal 4 is described as “Data integration for all related safety data systems, along with a robust system that has the ability to cross institutional boundaries to coordinate and utilize all users’ data.” One objective is proposed under this goal.

Conduct a requirements analysis including a review of data dictionaries to identify and compile variables needed for linkage and analysis into standard requests for data owners.

Four major initiatives are proposed to achieve these objectives. Each initiative is described in the following sections.

### **Initiative 4.1.1 Data Linkage Needs Analysis**

#### ***Issue***

The process of linking traffic records data systems is complicated by issues which are technical, administrative, and political in nature. The criteria currently used to measure success with data linkage say little about exactly how the experience of end users should be evaluated with regards to quality, timeliness, accessibility, and usefulness of the data. As a result, recent California successes with data linkage may be understated and potential opportunities are not well understood.

#### ***Description of Initiative***

An analysis of common data elements and needs amongst users should be compiled and catalogued to identify the range of performance requirements faced by California’s traffic records systems.

By understanding the data needs of its customers, the TRCC can strategically develop its traffic records systems over time. While it is impossible to understand all information needs for every traffic safety professional, the development of user stories, or data usage scenarios, would provide a subset of user needs to initialize the analysis. Identification of specific user needs along with development of performance measures related to delivering information based on those needs

would help the TRCC demonstrate its progress to SHSP, the public and potential grantors as it moves forward with data integration activities.

In the context of this initiative, a user story is a brief document (1-2 pages in length)

which identifies information such as:

- One traffic safety professional (the “user”) who needs data to perform activities related to the Strategic Highway Safety Plan.
- The related SHSP Challenge Area.
- A description of the activity for which the data would be used.
- Sample questions that the data report should be able to answer.
- How the user would locate the data or issue a request to obtain it.
- How the data should be formatted so that its “usability” is maximized (Excel spread sheet, PDF, raw data file, etc.).
- The acceptable age range of the data (i.e. previous year, previous quarter, previous month).
- Anything else the TRCC should know to help the user get optimal traffic safety information from the TR system.

The information provided in user stories would provide new content for developing TR performance measures and potentially reveal opportunities for new data linkage projects of a smaller, more feasible scale.

The goal is not to capture all needs and requirements, but to capture a representative sample with which the TRCC can begin working. The resulting catalogue of user needs and project success criteria should be cultivated over time rather than all at once, and the process should be adaptable to meet the needs of the TRCC and SHSP as they evolve. Therefore, this initiative is proposed to be accomplished in four parts as follows:

- Part I: Develop a selection of traffic data user stories which reflect a range of traffic safety issues.
- Part II: Respond to user scenarios by proposing deliverable data products to end users.
- Part III: Catalogue user needs and data product success criteria into a master file for analysis.
- Part IV: Initiative debriefing and strategic planning for next steps.

### *Timeframe*

This is a long term initiative estimated to be completed in 2023.

### *Performance Measures*

The nature of this project is such that it should be measured initially based only on achievement of milestones. Eventually, as projects are designed and implemented under this initiative, suitable performance measures will be devised. Suggestions include:

- Number of databases that can be successfully linked.
- Percentage of records estimated to be linkable that are successfully linked in the merged datasets.

## **Initiative 4.1.2 Traffic Records System Data Dictionary**

### *Issue*

Data Integration and the promotion of broader use of Traffic Records (TR) information require that users have detailed documentation of the contents of each data resource. In addition, the more standardized the documentation of data elements is, the easier it will be to determine whether there already exist variables that are shared among the data sources that could serve as linking variables. A TR system-wide data dictionary fills this need by incorporating the data definitions from all existing documentation for each of

the TR system components in a manner that is both standardized and cross-referenced

(showing the multiple sources for each item of information).

### *Description of Initiative*

A Data Dictionary is a specific portion of all system documentation. In modern systems' documentation, the data dictionary provides a list of each data element contained in the system, describes the source of the data, and all of the relevant requirements for the data element, including (but not limited to):

- Data type.
- Size of the data image (explaining how the data element is represented in the electronic file).
- Data range (the acceptable values for the data element).
- Logical consistency (how this data element relates to other data elements in the database).
- Format (including XML data specifications).
- File structure (how this element is stored within the file structure of the full system).

In a Traffic Records System Data Dictionary, the component systems' documentation is brought together into one shared document and the multiple sources of those data elements stored in common in multiple databases is indicated. The TR data dictionary also can include important information about the differences in definitions for similar data elements stored in different component systems. For example, a crash database and an EMS database might both have information on injuries sustained by an individual. That information will be defined differently in the two systems and users wanting to know about injuries related to crashes could use the TR System Data Dictionary to develop a more complete understanding of how the information is collected and which sources are most appropriate for any particular need.

For use in data linkage projects, the most common benefit of a data dictionary is in helping to identify potential linking variables—those data elements that are held in common in the data files that are candidates for merger. In merging crash and EMS

data, for example, it is helpful to know that both databases contain the date and time of day, along with other variables that may be held in common such as location, sex, age, etc. While these data elements may have different definitions in the various systems in which they are stored, an analyst can make use of them in matching records among the systems. Accurate documentation, made available centrally, facilitates this process.

One possible way to approach this initiative would be to develop the necessary documentation over time based on existing linkage projects. This would have the advantage of making it easy to include thorough documentation of the key variables in the database from both a system manager and data users' perspective.

### *Timeframe*

This is a long term initiative estimated to be completed in 2023. It must be noted, however, that simple creation of a TR System data dictionary is insufficient. System documentation must be kept up to date both for each of the component systems and for the TR System data dictionary as well. At present, in California, there is no one person or agency assigned to this task. In discussions of the TRCC group, it is clear that the most appropriate person to assign this function would ideally be the TRCC coordinator. As a result, while it possible to make progress immediately on assembling the data dictionary, the goal of keeping up-to-date documentation available at all times requires that someone (preferably the TRCC coordinator) be assigned the task in the long term.

### *Performance Measures*

- **Timeliness:** How much time passes between the update to any individual TR System component until the time that the relevant sections of the TR System Data Dictionary are updated?
- **Accuracy:** What proportion of the potential linking variables are described correctly—as determined by users who attempt to merge two or more data sources?
- **Accessibility:** How many users have accessed the TR System Data Dictionary and what is there level of satisfaction with it as a resource?

## **Initiative 4.1.3 Create a Citation Repository (aka Citation Tracking System) at a Statewide Level**

### *Issue*

There is currently no general, overall repository or data warehouse that provides the storage of citation data and retrieval capabilities necessary for a complete set of data for this challenge area. Thus, citation information relating to speed and other aspects are not available on a complete and statewide basis for this effort.

Current specific issues including the following:

- **Repository.** The CCMS project, which was previously identified as providing this solution, will not be deployed, and thus a new solution needs to be defined.
- **Funding.** Funding is needed in order to implement the repository.
- **Data standards.** Determination of data standards and data elements should be considered as part of a review of the CCMS specifications and available lessons learned as well as a discussion within TRCC of what information should be captured within the repository.

### *Description of Initiative*

The concept for this initiative is to provide, if possible, as single method of collecting data, such as through a standardized data exchange, and a single point as a target for the exchange and as a source for retrieval of data for various analysis and reporting purposes. The retrieval methods are expected to support scheduled data transfers (e.g., data exchange), portal inquiries and downloads, and to support direct access ad hoc what-if analysis. The repository is expected, once analysis and requirements definition have been completed, to include either all possible data elements that can exist for all citations or, at a minimum, data elements deemed as mandatory and highly desired. The repository should be designed in such a way that future enhancements to the data content and retrieval / analytical capabilities are able to be implemented as efficiently as possible. Mandatory for this citation repository, or tracking system, to achieve a high level of success is the definition of all data elements needed, standardization (or conversion mapping) of the citation data so it is interpreted consistently by all users and automated systems, and an eventual high participation percentage of entities within California who create citations.

### *Timeframe*

This is a long term initiative estimated to be completed in 2023. Critical milestones include the following:

- Obtain funding.
- Data warehouse and data elements design.
  
- Data warehouse, data exchange(s), and Portal(s).
- Analytical and Extraction tools.

### ***Performance Measures***

The performance measures for this initiative are as follows:

- Percentage of citations throughout the State that are in the Statewide Citations

Repository, as an ever-increasing quantity.

- Percentage of citations provided to the Repository through a standardized statewide Citations data exchange.
- Quantity of reports and/or analytical tools available for analysis or extraction for utilization by other systems.

### **Initiative 4.1.4 Data Integration Measurement**

#### ***Issue***

Data integration is taking place already in California's highway safety data systems. In some cases, there are already established methods for measuring the success of data integration, but in most this is not the case. The model project for data integration measurement is the Crash Medical Outcomes Data (CMOD) project developed with Section 405 (c) grant funding by the California Department of Public Health Services (CDPH) (project CA-P-00006 in the 2007 Strategic Plan Report) aimed at linking CDPH patient care data with data on crash involvement based on the California Highway Patrol's SWITRS system. This is a "CODES-like" project that uses probabilistic matching to merge records from multiple health systems and the crash data in SWITRS. Measurement of the success of that linkage provides information on the proportion of records



linked (out of the potential number of all expected/possible linkages and the strength of those linkages (the probability that the matches are indeed correct). In addition, the effort could provide other data quality measurements such as the

accuracy, timeliness, and completeness of each of the component data sources. To the extent that CMOD will incorporate additional data sources into the CMOD data system, and that other Departments (e.g. Emergency Medical Services Authority) may utilize probabilistic linking methodologies, when deterministic methods are not possible or required, there is a need for guidance on how to measure success of these linkage efforts.

### ***Description of Initiative***

The current project is designed to identify methods of measuring data quality of probabilistically linked data and the overall success of linkage efforts. As such, this project is related to the data quality management initiative (number 5.3.1). Data integration efforts are being singled out for special attention, and are a priority for the TRCC. This initiative, based on the CDPH linkage project, can be used as a model in developing measures of probabilistic linkage success critical to both data managers and data end-users. It describes the process by which the State can develop those measures, not necessarily what the measures will be. As such, it is considered a higher-level initiative describing a project that may come later.

The following activities will be included:

1. Identify key data linkage initiatives that are either already in existence or set to begin shortly.
2. Establish a data linkage measurement panel (perhaps under the auspices of the TRCC) capable of advising the key stakeholders working on the ongoing or soon- to-be-implemented data linkage initiatives.
3. Identify key users of the linked data (this would be information gathered from initiative 4.1.1).
4. Examine the relevance of existing CMOD data quality metrics to a) general users of the linked data arising from that project and b) other data linkage projects.
5. Review the users' needs for information on how well the linkages worked—what measures of success the users would be most concerned about and which failures of the linkage effort are most important for them to know about.

6. Draft an initiative designed to develop the desired data linkage measurements of success.

### *Timeframe*

This is a long term initiative that could be completed by 2023. Ideally, it would be conducted under the direction of the Traffic Records Coordinator and in close cooperation with the CDPH and other key data integration project managers.

### *Performance Measures*

This initiative will have an impact on the existing CDPH data linkage and related projects, and should result in development of valid performance measures of probabilistic linkage success from the perspective of users of the linked data. It may also have an impact on other measurements of data quality such as accuracy, completeness, and timeliness, relevant to components of linked data sets.

## **Goal 5 Improve the Quality and Availability of Traffic Records Data for the State's Traffic Safety Stakeholders**

The goal or end state for Goal 5 of the TRCC Data Strategic Plan is described as “Traffic safety data is available to all relevant agencies or safety stakeholders and is considered to be timely, accurate, measurable from multiple aspects, and is considered to be quality data.” Three objectives were proposed under this goal.

- 5.1 - Improve the Quality and Availability of Crash Data.
- 5.2 - Improve the Quality and Availability of Roadway and Exposure Data.
- 5.3 - Develop Better Quality Control Processes.

Ten major initiatives are proposed to achieve these objectives. Each initiative is briefly described in the following section.

## **Initiative 5.1.1 Address Data Backlog (Crash)**

### ***Issue***

The Statewide Integrated Traffic Records System (SWITRS) backlog grew over the last four years from approximately 160,000 to over 600,000 documents. Through hard work and staffing changes over the last couple of years, the backlog has now been eliminated and there is no backlog of CHP crash reports awaiting entry into the SWITRS database. The next phase of this initiative is further development of the program/process for electronic submission of allied crash reports and the subsequent elimination of the backlog related to allied crash reports awaiting entry into the SWITRS database.

### ***Description of Initiative***

Electronic transfer of collision data directly from the reporting agencies and CHP Area Offices would reduce the backlog to a manageable level by reducing manual data entry in SSS, but this solution is not going to be available immediately. The purpose of this initiative is to develop and implement a plan to address the existing Statewide Integrated Traffic Records System (SWITRS) document backlog and prevent the backlog of documents waiting processing into SWITRS from reaching the current size

ever again. The proposed solution should increase the number of documents processed per month to an average of 50,000. This plan should address the anticipated effect of establishing electronic data transfer of traffic records from the reporting law enforcement agencies to SWITRS, which would eliminate the data entry for an increasing number of reports over time.

The plan for reducing the current backlog should include one or all of the following:

### ***Timeframe***

This is a long term initiative estimated to be completed in 2023. Critical milestones include the following:

- Overtime.
- Increase staff for data entry, either permanent or temporary.

- Assess the potential for reorganization of Support Services Section to maximize SWITRS data entry.

### *Performance Measures*

The performance measures for this initiative are as follows:

- The number of documents processed into SWITRS each month.
- The number of documents waiting to be entered.
- The estimated number of days of backlog of crash reports.
- Average number of days from the crash event to entry into SWITRS.
- Research, design, and implement an electronic collision data transfer solution capable of receiving data directly from CHP Area Offices and allied agencies.

The milestones can also be used as leading performance measures while the system is under development.

Status: **Backlog of crash reports awaiting entry into the SWITRS system has been eliminated.**

### **Initiative 5.1.2 Improve Quality and Availability of Crash Data**

#### *Issue*

There is no formal measure of collision report accuracy or collision data completeness, nor is there formal documentation of the timeliness for collision report submitted to SWITRS. There are also no measures of consistency and uniformity of collision data. Feedback is not provided to reporting law enforcement agencies on the quality and timeliness of their collision reports.

#### *Description of Initiative*

The overall purpose of this initiative is to improve quality and availability of collision data (and reports) to reporting law enforcement agencies and develop tracking systems to improve timeliness and quality of traffic collision records submission and processing. This will also include establishing a timeline for submission of supplements and corrections to traffic collision reports, developing a formal quality control program for each component of the traffic records system, developing formal measures of completeness in aggregate and specific to each law enforcement agency, and sharing this information with any law enforcement agencies, TRCC, and key data users. This issue is especially important for allied agencies where updates are processed on their local systems (often based on input from local engineering agencies) and may not be carried forward into the record in SWITRS. Without feedback on data quality from the central database management process, there is a missed opportunity for improvement.

The best solution would be the electronic collision data for SWITRS, but this project is ongoing and will not be completed for some time. All of these metrics should be built into electronic transfer of collision data. This initiative should create the capability to produce a report or reports for quality, quantities, timeliness, and accuracy of traffic collision reports and SWITRS data. Tracking these metrics can be used to provide feedback to the reporting law enforcement agencies and improve the quality, quantities, timeliness, and accuracy of traffic collision data entry. Input from local engineering agencies, in particular, would be useful in determining what the measures of accuracy should focus upon.

### ***Timeframe***

This is a long term initiative estimated to be completed in 2023. Critical milestones include the following:

- Research the capability of the current system to report quality, quantities, timeliness, and accuracy of SWITRS data.
- Determine the requirements needed to implement reports to the current system.
- Design and create tracking reports with local input.
- Design and create feedback reports with local input.
- Implement tracking and feedback reports.
- Full implementation of tracking and feedback reports by users.

## ***Performance Measures***

The performance measure for this initiative is as follows:

- The number of tracking and feedback reports created quarterly.

The milestones can also be used as leading performance measures while the system is under development.

### **Initiative 5.1.3 Better Data Archives**

#### ***Issue***

Better data archives for crash data are needed. Users are unable to look electronically at complete crash reports to include diagrams and narratives. They must view paper reports that are not available until approximately 12 months after the incident. The growing backlog may stretch this to 18 months or more post-incident. Along with improved timeliness (addressed in other initiatives) a more efficient way to access the data—electronic versus paper—would aid users by reducing the time and resources required.

#### ***Description of Initiative***

The purpose of this initiative is to provide an electronic solution to replace the paper process now in use for archived crash data. This will increase timeliness of report availability and also the scope of what is available. Currently, only specific data fields are available approximately 10 months after crash occurrence.

Specifically, this initiative would create an enterprise data warehouse archive to store and make available complete reports:

- Establish a data repository for storing .pdf files to include all diagrams and completed 555s and related reports.
- Create a web application for access to the reports and make the reports accessible to the appropriate users.

- Connect the repository to the State base map to make it easier for users to access the data for specific locations.
- Process for transferring .pdf files to include all diagrams and completed 555's and related reports to Caltrans and other agencies for their safety analysis.
- Implement a retention policy that reflects the needs of partner agencies.

### *Timeframe*

This is a long term initiative scheduled to be completed by 2023. Critical milestones include the following:

- Acquire service, hardware, and software resources for development project.
- Develop business requirements.
- Develop functional requirements.
- Develop model for database structure.
- Create development environment.
- Create data warehouse.
- Develop application for processing, storing and accessing reports.
- Develop test plan for application.
- Develop test environment.
- User acceptance, system testing.
- Create deployment plan.
- Create production environment.
- Develop release plan.
- Begin phased deployment.
- Application in full production.
- System final signoff.

## ***Performance Measures***

The ultimate performance measure for this initiative is as follows:

- Ability of users to obtain, review, and use electronically stored collision reports. The milestones can also be used as leading performance measures while the system is under development.

### **Initiative 5.1.4 System Feedback (Crash)**

Caltrans audits the accuracy of location codes to crashes on state owned roadways, but this measure is not shared with CHP crash data managers, law enforcement agencies, the TRCC or CA16 groups. Location codes are assigned to collisions occurring on state-owned roadways by Caltrans personnel, but entered into SWITRS by CHP personnel. Other key users also have indications of crash data accuracy, but this information is not routinely shared. For local roadways, there are potentially hundreds of agencies and thousands of persons attempting to use the data. Their changes to the data also are not provided to CHP and there is no formal mechanism for ensuring that inaccuracies discovered by local police departments or engineers are corrected in SWITRS. In fact, most local engineers are using only the locally-available data from within a police department database, not SWITRS, so even if they communicate changes back to the police, there is no

guarantee that the improved data ultimately make it into SWITRS.

When users of SWITRS data discover a data error, there should be some mechanism in place where they can report their findings to the CHP crash data managers and have that information transmitted to the reporting law enforcement agency to ensure better reporting practices by the reporting agency. While the SWITRS data cannot be

changed once a processing year has been finalized and frozen, the reporting law enforcement agencies should be made aware of any consistent reporting errors. This would help ensure better quality data in SWITRS.

## ***Description of Initiative***

The purpose of this initiative is to establish feedback mechanisms between key users and the CHP crash data managers to ensure that errors discovered as a result of analyses using the data are



considered as part of the data quality management processes. The CHP should serve as the conduit for forwarding this information to the local law enforcement agencies. In addition, some formal method of interfacing with local systems would help to ensure that changes made locally are reflected in the statewide data.

### *Timeframe*

This is a long term initiative. Critical milestones include the following:

- Research and establish the capability of CHP to create a feedback mechanism between key users and the CHP crash data managers.
- Create the feedback mechanisms.
- Implement the feedback mechanisms.
- Provide feedback on SWITRS data issue from key users to law enforcement agencies.

### *Performance Measures*

The ultimate performance measure for this initiative is as follows:

- Reduction of errors in SWITRS data as a result of feedback from SWITRS data users.

The milestones can also be used as leading performance measures while the system is under development. The amount of user feedback could also be a performance measure.

### **Initiative 5.2.1a Improved Roadway Data (State)**

[CMM1]

#### *Issue*

Roadway data are critical to making informed decisions about highway safety. While the State's access to Roadway Data on the State Highway System is significantly better than the Roadway Data available to local roadway safety practitioners, it still does not fully meet the new requirements of MAP-21 in regards to containing all the subset of the Model Inventory of Roadway Elements (MIRE), referred to as the Fundamental Data Elements (FDE). The FDE have to be

referenced to the statewide base map. MAP-21 also includes performance measures and State targets for achieving a significant reduction in traffic and serious injuries. If the state fails to meet these requirements and targets, California could lose tens and potentially even hundreds of millions of dollars in federal funding every year.

### ***Description of Initiative***

Once State safety practitioners have access to more robust and accessible “Roadway Data”, they will be able to better assess the true factors affecting safety and use this understanding to propose more effective safety improvements.

The following are some of the key roadway data elements that need to be collected and referenced in the new statewide base map: Roadway cross section (pavement widths, lanes, shoulders, sidewalks, etc.); Roadway delineation (striping type/# and markings); Roadway Signage (type/#, size, reflectivity, post), Roadway alignment (horizontal, vertical, and cross-slope), Roadway recovery areas (slope, obstacles, sight distance); etc.

Eventually, all Roadway Data is to be referenced to the new statewide state and local roadway base map so it can be retrieved in connection to other Crash and Volume data for similar locations to assist safety practitioners complete their safety analyses. The data needs to be collected in a geo-referenced process. The collection process should also be designed to capture economies-of-scale efficiencies at statewide levels.

### ***Timeframe***

Completion of this initiative is based on the completion of the Statewide Base Map. However, MAP-21 notes that States should incorporate an implementation plan for collecting the MIRE FDEs into their next State Traffic Records Strategic Plan update, which is due July 1, 2013. Therefore, this is both a short and medium term initiative. Critical milestones include the following:

- Establishment of a formal working SHS Roadway Data group.

Development of an implementation plan to collect the MIRE FDEs

for incorporation into the State Traffic Records Strategic Plan update –

**Completed June 2017**

- Implementation of strategy, which includes the roadway data being geo-referenced and stored on the statewide base map.
- Establishment of measures to ensure the data is being collected per this plan.
- Formal approval of the Caltrans Traffic and TSI managers and the SHSP Steering Committee.

### ***Performance Measures***

The ultimate performance measure for this initiative is as follows:

- This identified roadway elements have been collected, stored, and ready for viewing on the statewide base map for the state system.

The milestones can also be used as leading performance measures while the system is under development.

### **Initiative 5.2.1b Improved Roadway Data (Local)**

#### ***Issue***

The quality and quantity of “Roadway Data” available to local agencies does not meet the needs of Safety Practitioners trying to analyze past safety problems and develop proposed improvements on local roadways. Similar to initiative 5.2.1a, if the state fails to meet the MAP-21 requirements and targets related to data on all public roads, California could lose tens and potentially even hundreds of millions of dollars in federal funding every year. The State needs to develop a standard set of “Roadway Data” to be collected for all state and local roadways. As described in 5.2.1a, the FDE have to be collected and referenced to a statewide base map. In addition, the method(s) and

timeframes for collecting this data need to be established.

#### ***Description of Initiative***

The purpose of this initiative is to develop and collect a standard set of roadway data for the local road system, consistent with the FDE requirements. Once local agency safety practitioners have access to reliable “Roadway Data”, they will be able to better assess the true factors effecting safety problem and use this understanding to propose more effective safety improvements.

The following are some of the key roadway data elements that need to be collected and referenced in the new statewide base map: Roadway cross section (pavement widths, lanes, shoulders, sidewalks, etc.); Roadway delineation (striping type/amount and markings); Roadway Signage (type, quantity, size, reflectivity, post), Roadway alignment (horizontal, vertical, and cross-slope), Roadway recovery areas (slope, obstacles, sight distance); etc.

Eventually, all roadway Data is to be referenced to the new statewide state and local roadway base map so it can be retrieved in connection to other Crash and Volume data for similar locations to assist safety practitioners complete their safety analyses. The data needs to be collected in a geo-referenced process. The collection process should also be designed to capture economies-of-scale efficiencies at agency-wide, region- wide or even statewide levels.

### *Timeframe*

This is a long term initiative. Critical milestones include the following:

- Establishment of a formal working Local Roadway Data group (or CA-16 subgroup).
  - Development of an implementation plan to collect the MIRE FDEs by July 1, 2013 for incorporation into the State Traffic Records Strategic Plan update. (See 5.2.1a.)
  
- Completion of a draft model inventory of roadway elements that are to be collected for all local roadways.
- Implementation of strategy, which includes the roadway data being geo- referenced and stored on the statewide base map.
- Establishment of measures to incentivize local agencies' commitment to the plan.
- Formal approval of the SHSP Steering Committee, based on the support of the

## League of California Cities and the California State Association of Counties.

### *Performance Measures*

The ultimate performance measure for this initiative is as follows:

- This identified roadway elements have been collected, stored, and ready for viewing on the statewide base map for the local system.

The milestones can also be used as leading performance measures while the system is under development.

### **Initiative 5.2.2a Improve Traffic Volume (Exposure) Data on State Highways**

[CMM2]

#### *Issue*

Quality data are the foundation of highway safety analysis for decision-making. Accurate and reliable volume data is at the heart of our network screening process for safety investigation and improvement. Inaccurate volume data leads to thousands of false positive and false negative locations (high crash locations that either are not truly high crash or that are missed when they should have been included) that are identified in error and investigated in the field.

Statewide, traffic volume data are often out of date, missing, or incomplete. Therefore, traffic volumes for use in safety analysis must be interpolated, potentially introducing

bias from limited sampling. This problem exists for general traffic volumes and specialty collection such as truck volumes, motorcycles, and pedestrian and bicycle volumes. Specifically for truck volumes, there is no system of collecting statewide truck volume data. Motorcycle traffic volume is difficult to obtain through automated count programs. In general, the data collected is on a limited number of routes and limited sites. Traffic volume data for the remaining portion of state routes are estimated based on the

limited sample. The estimated volumes do not meet the needs of the office and the data estimated and compiled contain many errors. For pedestrian and bicycle volumes, the data are largely unavailable – though information that are or could be collected from surveys, such as the National

Household Travel Survey and the CDC Behavioral Risk Factor Surveillance System (BRFSS) could help address this deficiency. Motorcycle data are generally viewed as inaccurate.

### ***Description of Initiative***

The purpose of this initiative is to improve traffic volume collection and extrapolation and interpolation methods for improved safety analysis. This initiative will address total volume, truck volumes, motorcycle volumes, and pedestrian and bicycle volumes on State Highways.

### ***Timeframe***

This is a long term initiative.

- Establishment of a formal working State Traffic Data group (or CA-16 subgroup).
- Completion of a draft model inventory of traffic elements that are to be collected for all state roadways.
- Implementation of strategy, which includes the traffic data being geo-referenced and stored on the statewide base map.

### ***Performance Measures***

The performance measures for this initiative are as follows:

- Percent of location identified in our network screening that leads to developing safety improvement projects.
- Number of reliable truck volumes (either estimated or counted) available for safety analysis.
- Number of reliable pedestrian volumes (either estimated or counted) available for safety analysis.
- Number of reliable bicycle volumes (either estimated or counted) available for safety analysis.
- Number of reliable motorcycle volumes (either estimated or counted) available for safety analysis.

## **Initiative 5.2.2b Improve Traffic Volume Data (Exposure) on the Local System**

### ***Issue***

Similar to the issue presented in Initiative 5.2.2a, the quality and quantity of “Traffic Data” available to local agencies does not meet the needs of safety practitioners trying to analyze past safety problems and develop proposed improvements on local roadways. Once local agency safety practitioners have access to reliable “Traffic Data”, they will be able to better assess the true factors effecting safety problem and use this understanding to propose more effective safety improvements. In addition, a complete data plan that seriously addresses bicyclists and pedestrians as road users will include survey methodologies, particularly where road exposure methods are less feasible.

### ***Description of Initiative***

The purpose of this initiative is to increase the quality and quantity of traffic data on the local roadway system for use in detailed safety analysis. The following are some of the key traffic data elements that need to be collected and referenced in the new statewide base map: volume, classification counts (large trucks, motorcycles, etc.), pedestrians and bicyclists, exposure, speed, etc.

Eventually, all traffic data is to be referenced to the new statewide state and local roadway base map so it can be retrieved in connection to other crash and roadway data for similar locations to assist safety practitioners complete their safety analyses. The data needs to be collected in a geo-referenced process. The collection process should also be designed to capture economies-of-scale efficiencies at agency-wide, region- wide or even statewide levels.

### ***Timeframe***

This is a long term initiative. Critical milestones include the following:

- Establishment of a formal working Local Traffic Data group (or CA-16 subgroup).
- Completion of a draft model inventory of traffic elements that are to be collected for all local roadways.

- Implementation of strategy, which includes the traffic data being geo-referenced and stored on the statewide base map.
- Establishment of measures to ensure local agencies' commitment to the plan (carrots not sticks – where possible).

This initiative is complete when sufficient traffic data has been collected, stored, and ready for viewing on the statewide base map to conduct safety analysis on the local system.

### *Performance Measures*

The ultimate performance measure for this initiative is as follows:

- The availability of local traffic volumes on the State Base Map available to stakeholders for use in safety analysis.

The milestones can also be used as leading performance measures while the system is under development.

### **Initiative 5.3.1 Better Quality Control Processes**

#### *Issue*

California lacks some of the features of a formal data quality management process in each of the six core traffic safety data areas of crash, roadway, driver, vehicle, citation/adjudication, and injury surveillance. As noted in the 2016 Traffic Records Assessment, a formal data quality management process includes:

- **Automated edit checks/validation rules that ensure entered data falls within the range of acceptable values and is logically consistent between fields.** Note that these do exist for some systems in California, but not all systems have

a complete set of edit checks and validation rules, especially as these relate to users' concerns for data quality.



- **Limited state-level correction authority granted to quality control staff working with the statewide database to correct obvious errors and omissions without returning the report to the original source (i.e., the person or agency responsible for the data submission).** Some systems have defined processes for dealing with error corrections, but others do not have formal rules or processes in place. This issue is most relevant for those systems accepting data from field personnel (e.g., crash reports, EMS run reports).

- **Processes for returning rejected data submissions in place to ensure the efficient transmission of rejected reports between the state-level database and the collecting person/agency as well as tracking resubmission of corrected data.** This is especially relevant for crash data, for which a rejection process is not well defined. Other systems (such as injury surveillance data) do have rejection and resubmission processes in place.

- **Performance measures tailored to the needs of data managers and address the concerns of data users.** Measures can be aggregated for collectors, users, and the State TRCC. From the TRCC perspective, it is unknown how many systems have performance measures in place for use in assessing data quality

by data managers.

- **Numeric goals for each performance measure established and regularly updated by the State in consultation with users via the TRCC.** In general, numeric goals have been established only in relation to specific projects, and typically not for the data systems overall. Examples of typical numeric goals at the system level would include overall timeliness targets for crash data, EMS data, and hospital discharge data. Completeness goals might include a target such as no more than 1% of reports missing a required data field upon original submission.

- **Performance reporting that provides specific feedback to each data collection source on the timeliness, accuracy, and completeness of their original data submitted to the statewide database relative to applicable data submission standards.** This type of reporting was recommended in the Crash Data Improvement Program report, but would also be relevant for other traffic records components, especially in injury surveillance.

- **Quality control reviews comparing narrative, diagram, and the coded contents of the data submissions and to be conducted as part of the data acceptance process for the statewide database.** This process is highly relevant to quality control of crash data (where the narrative, diagram, and coded portions of the form each provide crucial data that should be internally consistent). In other systems, analogous reviews might be developed based on

comparing multiple data sources, and perhaps through analyses of linked data as well.

- **Periodic independent sample-based audits conducted for the reports and related database contents for that record.** Where paper records or manual data entry are still part of the

data management process, a review that checks

the final data records against the original submissions is important to ensure that the accurate data are recorded.

- **Periodic comparative and trend analyses used to identify unexplained differences in the data across years and jurisdictions.** Typically, such analyses are conducted as part of the year-end data close out (as a step in creating the annual file to be used in official data analysis and reporting). Depending on user concerns, it may be important to conduct this type of analyses more frequently (e.g., quarterly) in order to provide an early warning of developing problems.
- **Data quality feedback from key users regularly communicated to data collectors and data managers.** This feedback will include corrections to existing records as well as comments relating to frequently occurring errors. Data managers disseminate this information to the data collectors as appropriate. This type of feedback mechanism is important for all data systems, but is especially important for those systems with a diverse user base. As users identify errors,

the information should be used to a) correct official records; b) identify recurring problems; c) alert data collectors through training, new edit checks, and changes to the forms and processes used to collect the data. This type of feedback mechanism has an important function in demonstrating to the data collectors that users do care about the quality of the information and that the data are used for important purposes. The TRCC does not have complete information or understanding of current data quality feedback mechanisms applied by data managers for each of the core systems. It is likely that such processes exist, but they may benefit from a review.

- **Data quality management reports provided to the State TRCC for regular review.** The State TRCC uses the reports to identify problems and to foster the necessary dialog among data collectors, managers and users with a view toward developing countermeasures.

The above list was presented in the Traffic Records Assessment report in relation to quality management of crash data, but it has been modified to show its relevance to all traffic safety data sources.

### *Description of Initiative*

The purpose of this initiative is to develop a description for a data quality management project in each of six core system areas (crash, roadway, driver, vehicle, citation/adjudication, and injury surveillance). This project description will define the parameters of a data quality management process, identify the key data quality attributes to be managed, and assess the relevance of each

of the data quality attributes for each core system area. This initiative is intended to address data quality management in all components of the traffic records system in California, but it should also be recognized that there are likely to be different data quality programs and processes relevant to each of the systems. This project is aimed at describing a project (or projects) that would result in the development (by the data custodial agencies) of formal data quality management programs for all of the components of the California traffic records system. This is considered an important preliminary step that the Traffic Records Coordinating Committee can engage in to assist system managers (data custodians) and the key stakeholder agencies in developing formal data quality processes that meet the needs of data collectors, data managers, and data users. This current project is designed to identify the components of a formal data quality management process that make sense for each of the core system areas. In addition, this project could help to define the key data quality attributes (timeliness, accuracy, completeness, consistency/uniformity, integration, and accessibility) that are most important for each of the core data systems. While this current project will not result directly in the establishment of formal data quality management processes, it is an important first step—defining what the data quality management processes should look like for each of the core systems

This project will proceed with the following activities:

1. Identify key databases and data managers in each of the core system areas.

This may result in multiple contacts because there are often multiple databases within a core area (e.g., roadway data relevant to traffic safety is comprised of multiple databases). (NOTE: This step could be combined with a separate project to develop a traffic records system inventory).

2. Assess the current status of data quality management processes for each data system. Query data managers on data sources, known data quality issues/concerns, recognized deficiencies, and existing data quality management processes.

3. In cooperation with data managers, identify relevant aspects of a formal data quality management process for each traffic safety data resource identified.

4. Encourage and assist data managers to define a project (or projects) designed to implement a formal data quality process for each of the core system areas.

### ***Timeframe***

This is a long term initiative estimated to be completed in 2026. There are numerous points where this initiative interacts with other initiatives listed in this plan. A formal review of these points of intersection would ensure that project schedules realistically consider the impact of other initiatives. Critical milestones include the following:

- 2019: Develop description of a formal data quality management process for Crash data.
- 2019: Develop descriptions of formal data quality management processes for EMS, Trauma Registry, and Hospital Discharge data.
- 2019: Develop descriptions of formal data quality management processes for Roadway, and Citation/Adjudication data.
- 2019: Develop descriptions of formal data quality management processes for Driver and Vehicle data.

### ***Performance Measures***

The ultimate performance measure for this initiative is as follows:

- Number of traffic safety information system components which have a completed description of a formal data quality management process.

The milestones can also be used as leading performance measures while the system is under development.

## **Goal 6 Continue Marketing and Outreach Efforts with the State's Traffic**

### **Safety Stakeholders**

The goal or end state for Goal 6 is, “All users are engaged and contribute in a continual process that facilitates improvement of all existing safety data systems. Feedback and marketing systems are in-place, well used and benefit the overall goal and mission.” One objective is proposed under this goal.

- Continue to engage and communicate with State and local law enforcement and engineering agencies about the importance of high quality crash data.

Three initiatives were identified to achieve this objective. These initiatives are briefly described in the following section.

### **Initiative 6.1.1 Establish Networks and other Avenues for Communication, including Feedback with Local Law Enforcement Agencies and the California Highway Patrol, to Improve the Quality of CrashRelated Data**

#### ***Issue***

There is a need to establish communication between Local Law Enforcement Agencies (LLEA) and the California Highway Patrol (CHP) in the interest of improved crash data quality. Some common issues are as simple as miscommunication, misinterpretation, disagreements and/or standstills, competing priorities, lack of funding, different views and objectives on projects, and lack of interest to participate.

Specifically, there is a need to:

1. Establish, engage, and ensure communication pathways with LLEAs and the CHP.
2. Increase communication between those involved in managing the data and handling feedback.
3. Develop practices that measure and report the accuracy, completeness, and timeliness of submitted crash data.

4. Include local and state engineering agencies in the discussions.

### ***Description of Initiative***

Better communication between LLEAs and the CHP will facilitate further system development and ultimately enhance all data systems as user-input is incorporated into the system. Feedback to the LLEAs and TRCC members will improve the data system by formally recognizing the achievements of those that submit the data.

This initiative involves the following activities:

1. Establish formal lines of communication between the crash data managers at CHP and the relevant records management staff in the LLEAs.
2. Establish a forum and/or a variety of communication pathways with LLEAs and engineering agencies with the intention of stressing the importance of high quality crash data.
3. Develop measures of crash report accuracy, completeness, and timeliness that are aggregate and specific to each law enforcement agency. Share this information with the law enforcement agencies, the TRCC, and key data users.

### ***Timeframe***

This initiative is a long term initiative estimated to be completed in

2023. The milestones needed to complete this initiative are as follows:

- By 2023 information updates are sent on a regular basis.
- By 2023 a formal process is in place that details the level of accuracy of crash data submitted in the last quarter. Reports are disseminated to end-users and discussed as a regular agenda item at the TRCC meeting.

- By 2023 communications between the LLEAs is well established, and the method of communications is routine and effective in disseminating the latest information.

### ***Performance Measures***

The performance measure for this initiative is an increase in the total the number of LLEAs in active dialogue with the CHP on quality crash data every year starting in 2023.

## **Initiative 6.1.2 Determine the Utility and Feasibility of Using a Common Traffic**

### **Collision Reporting Form for Users in California**

#### ***Issue***

The quality of and, ultimately, the ability to effectively use collision data for traffic safety purposes is only as good as the information put-into the system on the “front-end.” That front-end begins with a law enforcement official and the completion of a collision report. Currently, there is no requirement for investigating agencies in California to use a standard collision report format to assist in the collection of consistent and standard data. However, there are issues, such as costs and determining what data fields and formats should be included in a form, that need to be assessed before arbitrarily determining that one form is to be used, which will also likely require legislative changes.

#### ***Description of Initiative***

The purpose of this initiative is to determine the utility and feasibility of using a common traffic collision reporting form for users in California. A formal mechanism, such as a committee, is needed to explore the use of a common traffic collision reporting form for traffic collision reports/investigations in California and provide recommendations regarding the feasibility of such an initiative.

Although it is easy to say there should be a standardized, legislatively mandated collision reporting form/format for all collision investigations/reports in California, a dialogue must occur among

stakeholders to assess the feasibility of such an initiative, including the pros and cons and potential unattended consequences of mandating a standard form versus the benefits of mandating standardization. The first step is to establish a committee of relevant interests and conclude with recommendations that can be acted on or that can be used as a basis to not pursue standardization. Past related efforts will be reviewed. Other initiatives in this strategic plan—specifically those related to electronic data capture and submission of crash reports—are also relevant

here as the creation of electronic reporting systems offers the opportunity to standardize as a cost saving/sharing mechanism.

### ***Timeframe***

This initiative is a long term initiative estimated to be completed in 2023.

### ***Performance Measures***

The performance measures for this initiative include the accomplishment or progress towards the following milestones:

1. Establish an interagency committee to assess the use of a common reporting format for all collisions in California.
2. Recruit committee members and assign roles.
3. Assess through committee efforts, over a period of time, if a crash report, such as the CHP 555 should be the foundation for a common report and the pros and cons of adopting and perhaps mandating a common reporting form/format.
4. Complete final recommendations for stake-holders (e.g., California Police Chiefs Association, legislative representatives etc.).

## **Initiative 6.1.3 – EMS User Engagement**

### ***Issue***



In California, emergency medical services (EMS) are planned, monitored, and evaluated by 32 local government agencies. There is currently no legislative requirement for local agencies to send detailed ambulance and patient care information to a state-level data system. While most local agencies express an interest in sending ambulance and injury data to the State, each faces a unique set of barriers to local data system development. As a result, only a portion of California's emergency medical services operations are currently represented in a State-level data system and the data quality is poor.

### ***Description of Initiative***

The purpose of this initiative is to improve traffic-related emergency medical services data collection from Local EMS Agencies. Collecting standardized information about the status of local EMS data systems will inform short-term project goals (such as improving quality on specific elements) as well as long-term strategic goals (such as proposing successful legislative or regulatory changes to improve state-level EMS data operations).

The challenges faced by local agencies are both technical and organizational in nature. These issues should be documented and analyzed to inform the development of improvement strategies. By conducting standardized needs assessments for all 32

Local EMS Agencies, the EMS Authority can look for trends among high and low performers to formulate a pragmatic approach to reducing performance gaps. The assessment criteria should be based on a combination of national EMS data standards and best practices in software development such as testing, documentation, and governance.

Once the information from all agencies is in hand, the findings should be analyzed and documented in both quantitative and narrative formats. At a minimum, the analyses should characterize those EMS provider agencies which are not currently represented in the state data system, count the agencies who currently use paper-based methods for data collection, and discuss any possible connections between local data system traits and current data performance. Such information would provide significant insight to the development of an improvement plan.

Initiative partners will need to study the findings, propose solutions to local EMS data challenges, and draft structured improvement projects for pilot testing. One to three small-scale pilot projects

will be selected for local testing based on feasibility and capacity to address the most prevalent issues.

Closure and evaluation of the pilot projects will represent the completion of one iterative planning cycle. At this point, initiative partners will need to plan for a second iterative cycle. If the pilot projects are successful, the second iteration may plan for the deployment of the same projects across a larger number of counties or agencies. Alternatively, initiative partners could decide to modify the projects and re-test at the smaller pilot level. Either way, the EMS data improvement and outreach plan proposed by this initiative should be structured such that it can adapt and change gracefully as the needs of the EMS and traffic safety industries evolve over time.

### ***Timeframe***

This initiative is a long term initiative.

### ***Performance Measures***

The following are identified as performance measures:

- Information about the Local EMS Agency data systems will be collected as data points. The number of data points completed for each of the 32 local agencies will be monitored continuously.
- Collect 100% of data needed to provide standardized information about the EMS data systems of all 32 Local EMS Agencies.
- Within a 12 month period, evaluate the information collected, propose solutions, and recruit participants for local pilot improvement projects.
- At least 80% of pilot project deliverables are met in a timely fashion.
- Upon completion of pilot projects, data participation measures are re-sampled, compared with pre-pilot measures, and used to calculate percentage of data quality improvement.

To evaluate the progress for each of these performance measures, information about the Local EMS Agency data systems will be collected as data points. The number of data points completed for each of the 32 local agencies will be monitored continuously.

[CMM1]5.2 should be revised and coordinated with Initiative 3.2, FHWA's California Safety Data Integration Plan and Data Governance Business Plan for there are many overlapping action items.

[CMM2]From Thomas Schriber:

This fits in with different efforts we are proposing for implementing recommendations from the Traffic Census Value Analysis.

We are proposing a study that would "improve traffic volume collection and extrapolation and interpolation methods" and a study to establish collection of "pedestrian and bicycle volumes on State Highways."

**Submit the planned activities, at the level of detail required under § 1300.11(d), that implement recommendations.**

**\*Reminder: When associating a planned activity to an incentive grant, you must ensure sufficient detail is provided to satisfy the additional incentive grant criteria, where applicable.**

Planned activity unique identifier	Planned Activity Name	Primary Countermeasure Strategy
(TR) Dat	(TR) Data Improvement	
(TR) Loc	(TR) Local Data Records Design/Equipment	
(TR) Sta	(TR) Statewide Data Records Design/Equipment	
(TR) Str	(TR) Strategic Highway Safety Planning	

**Enter a direct copy of the section of the State traffic records strategic plan that identifies which recommendations the State does not intend to address in the fiscal year and explains the reason for not implementing the recommendations.**

**While it is the intention of the California TRCC to address and continue work on all of listed recommendations from the California 2016 Traffic Records Assessment, the following recommendation will not be addressed at this time in FFY 2019 due to budgetary constraints:**

#### **Citation / Adjudication Recommendations**

Improve the applicable guidelines for the Citation and Adjudication systems to reflect best practices identified in the Traffic Records Program Assessment Advisory.

Improve the data dictionary for the Citation and Adjudication systems to reflect best practices identified in the Traffic Records Program Assessment Advisory.

## Quantitative improvement

**Enter a direct copy of the section of the State traffic records strategic plan that describes specific, quantifiable and measurable improvements, as described in 23 C.F.R. 1300.22(b)(3), that are anticipated in the State's core safety databases, including crash, citation or adjudication, driver, emergency medical services or injury surveillance system, roadway, and vehicle databases. Specifically, the State must demonstrate quantitative improvement in the data attribute of accuracy, completeness, timeliness, uniformity, accessibility or integration of a core database by providing a written description of the performance measures that clearly identifies which performance attribute for which core database the State is relying on to demonstrate progress using the methodology set forth in the "Model Performance Measures for State Traffic Records Systems" (DOT HS 811 441), as updated.**

See uploads for performance measures. The two strongest performance measures are, "IPR for CHP FFY 2019 405c application" and "IPR for Caltrans crash coding FFY 2019 405c application".

**Upload supporting documentation covering a contiguous 12-month performance period starting no earlier than April 1 of the calendar year prior to the application due date, that demonstrates quantitative improvement when compared to the comparable 12-month baseline period.**

### Documents Uploaded

CSTSDP Jun 24 2018.pdf

IPR for CHP FFY 2019 405c application.doc

IPR for Caltrans SPFs FFY 2019 405c application.doc

IPR for Caltrans crash coding FFY 2019 405c application.doc

IPR for CDPH CMOD FFY 2019 405c application.doc

IPR for Caltrans LRS FFY 2019 405c application.doc

IPR for courts FFY 2019 405c application.doc

IPR for Stanislaus county FDE effort FFY 2019 405c application.doc

## State highway safety data and traffic records system assessment

**Enter the date of the assessment of the State's highway safety data and traffic records system that was conducted or updated within the five years prior to the application due date and that complies with the procedures and methodologies outlined in NHTSA's "Traffic Records Highway Safety Program Advisory" (DOT HS 811 644), as updated.**

Date of Assessment: 2/22/2016

## Requirement for maintenance of effort

**ASSURANCE:** The lead State agency responsible for State traffic safety information system improvements programs shall maintain its aggregate expenditures for State traffic safety information system improvements programs at or above the average level of such expenditures in fiscal years 2014 and 2015.

## 10 405(d) Impaired Driving Countermeasure Grant

Impaired driving assurances

Impaired driving qualification - Low-Range State

**ASSURANCE:** The State shall use the funds awarded under 23 U.S.C. 405(d)(1) only for the implementation and enforcement of programs authorized in 23 C.F.R. 1300.23(j).

**ASSURANCE:** The lead State agency responsible for impaired driving programs shall maintain its aggregate expenditures for impaired driving programs at or above the average level of such expenditures in fiscal years 2014 and 2015.

## 11 405(e) Distracted Driving

Sample distracted driving questions

**Enter sample distracted driving questions from the State's driver's license examination.**

Here is a sample distracted driving question taken from the DMV website:

The safest precaution that you can take regarding the use of cellular phones and driving is:

- a. Use hands-free devices so you can keep both hands on the steering wheel.
- b. Keep your phone within easy reach so you won't need to take your eyes off the road.
- c. Review the number before answering a call.

## Legal citations

**The State's texting ban statute, prohibiting texting while driving and requiring a minimum fine of at least \$25, is in effect and will be enforced during the entire fiscal year of the grant.**

Is a violation of the law a primary or secondary offense?: Primary Offense

Date Enacted: 1/1/2017

Date Amended:

**Open each requirement below to provide legal citations to demonstrate that the State statute meets the requirement.**

**Prohibition on texting while driving.**

Prohibition on texting while driving.

California Vehicle Code Section 23123.5

Definition of covered wireless communication devices.

California Vehicle Code Section 23123.5

Minimum fine of at least \$25 for an offense.

California Vehicle Code Section 23123.5

**Click Add New to provide legal citations for exemption(s) to the State's texting ban.**

**Citation**

**Amended Date**

California Vehicle Code Section 23123.5

**The State's youth cell phone use ban statute, prohibiting youth cell phone use while driving and requiring a minimum fine of at least \$25, is in effect and will be enforced during the entire fiscal year of the grant.**

Is a violation of the law a primary or secondary offense?: Primary Offense

Date Enacted: 1/1/2017

Date Amended:

**Open each requirement below to provide legal citations to demonstrate that the State statute meets the requirement.**

**Prohibition on youth cell phone use while driving.**

Prohibition on youth cell phone use while driving.

California Vehicle Code Section 23123.5

Definition of covered wireless communication devices.

California Vehicle Code Section 23123.5

Minimum fine of at least \$25 for an offense.

California Vehicle Code Section 23123.5

**Click Add New to provide legal citations for exemption(s) to the State's youth cell phone use ban.**

**Citation**

**Amended Date**

California Vehicle Code Section 23123.5

## 12 405(f) Motorcyclist Safety Grant

### Motorcycle safety information

To qualify for a Motorcyclist Safety Grant in a fiscal year, a State shall submit as part of its HSP documentation demonstrating compliance with at least two of the following criteria. Select application criteria from the list below to display the associated requirements.

Motorcycle rider training course	Yes
Motorcyclist awareness program	Yes
Reduction of fatalities and crashes	No
Impaired driving program	No
Reduction of impaired fatalities and accidents	No
Use of fees collected from motorcyclists	No

### Motorcycle rider training course

Enter the name and organization of the head of the designated State authority over motorcyclist safety issues.

State authority agency:	California Highway Patrol
State authority name/title:	Warren A. Stanley / Commissioner

Select the introductory rider curricula that has been approved by the designated State authority and adopted by the State.

Approved curricula:	(iv) California Motorcyclist Safety Program Motorcyclist Training Course
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**CERTIFICATION:** The head of the designated State authority over motorcyclist safety issues has approved and the State has adopted the selected introductory rider curricula.

Enter a list of the counties or political subdivisions in the State where motorcycle rider training courses will be conducted during the fiscal year of the grant and the number of registered motorcycles in each such county or political subdivision according to official State motor vehicle records, provided the State must offer at least one motorcycle rider training course in counties or political subdivisions that collectively account for a majority of the State's registered motorcycles.

<b>County or Political Subdivision</b>	<b>Number of registered motorcycles</b>
Alameda	34267
Alpine	79
Amador	2134
Butte	7530
Calaveras	2950
Colusa	480
Contra Costa	27573
Del Norte	854
El Dorado	8517
Fresno	19200
Glenn	867
Humboldt	4999
Imperial	2932
Inyo	986
Kern	19420
Kings	2854
Lake	3139
Lassen	1091
Los Angeles	164152
Madera	3815
Marin	7449
Mariposa	1048
Mendocino	3890
Merced	4699
Modoc	232
Mono	660
Monterey	8571
Napa	4248
Nevada	5650



Orange	64700
Placer	13371
Plumas	1003
Riverside	50420
Sacramento	33242
San Benito	2362
San Bernardino	46096
San Diego	89111
San Francisco	23342
San Joaquin	15193
San Luis Obispo	11560
San Mateo	17681
Santa Barbara	13384
Santa Clara	41219
Santa Cruz	10556
Shasta	8088
Sierra	171
Siskiyou	2004
Solano	13267
Sonoma	18107
Stanislaus	12214
Sutter	2333
Tehama	2019
Trinity	741
Tulare	8985
Tuolumne	3135
Ventura	25253
Yolo	4355
Yuba	2390

**Enter the total number of registered motorcycles in State.**

880588

## Motorcyclist awareness program

**Enter the name and organization of the head of the designated State authority over motorcyclist safety issues.**

State authority agency: California Highway Patrol

State authority name/title: Warren A. Stanley / Commissioner

**CERTIFICATION: The State's motorcyclist awareness program was developed by or in coordination with the designated State authority having jurisdiction over motorcyclist safety issues.**

**Select one or more performance measures and corresponding performance targets developed for motorcycle awareness that identifies, using State crash data, the counties or political subdivisions within the State with the highest number of motorcycle crashes involving a motorcycle and another motor vehicle.**

Fiscal Year	Performance Measure Name	Target Period(Performance Target)	Target End Year	Target Value(Performance Target)
2019	C-7) Number of motorcyclist fatalities (FARS)	5 Year	2019	485.0
2019	C-8) Number of unhelmeted motorcyclist fatalities (FARS)	5 Year	2019	25.0

**Enter the counties or political subdivisions within the State with the highest number of motorcycle crashes (MCC) involving a motorcycle and another motor vehicle. Such data shall be from the most recent calendar year for which final State crash data are available, but data no older than three calendar years prior to the application due date.**

County or Political Subdivision	# of MCC involving another motor vehicle
Alameda	660
Alpine	7
Amador	16
Butte	69
Calaveras	28

Colusa	8
Contra Costa	290
Del Norte	9
El Dorado	77
Fresno	183
Glenn	4
Humboldt	40
Imperial	37
Inyo	29
Kern	210
Kings	18
Lake	33
Lassen	6
Los Angeles	3851
Madera	43
Marin	120
Mariposa	17
Mendocino	45
Merced	59
Modoc	6
Mono	13
Monterey	82
Napa	78
Nevada	44
Orange	1152
Placer	86
Plumas	19
Riverside	789
Sacramento	496
San Benito	15
San Bernardino	702

San Diego	1450
San Francisco	450
San Joaquin	174
San Luis Obispo	93
San Mateo	204
Santa Barbara	114
Santa Clara	439
Santa Cruz	127
Shasta	83
Sierra	11
Siskiyou	18
Solano	104
Sonoma	173
Stanislaus	133
Sutter	30
Tehama	26
Trinity	23
Tulare	86
Tuolumne	45
Ventura	199
Yolo	42
Yuba	37

**Enter total number of motorcycle crashes (MCC) involving a motorcycle and another motor vehicle.**

Total # of MCC crashes involving another motor vehicle: 13402

**Submit countermeasure strategies that demonstrate that the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest. The State shall select countermeasure strategies to address the State's motorcycle safety problem areas in order to meet the performance targets identified above.**

**\*Reminder: When associating a countermeasure strategy to an incentive grant, you must ensure sufficient detail is provided to satisfy the additional incentive grant criteria, where applicable.**

#### Countermeasure Strategy Name

(MC) Education/Public Awareness/Enforcement

**Submit planned activities that demonstrate that the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest. The State shall select planned activities to address the State's motorcycle safety problem areas in order to meet the performance targets identified above.**

**\*Reminder: When associating a planned activity to an incentive grant, you must ensure sufficient detail is provided to satisfy the additional incentive grant criteria, where applicable.**

Planned activity unique identifier	Planned Activity Name	Primary Countermeasure
(MC) Edu	(MC) Education/Public Awareness and Enforcement	

## 13 405(h) Nonmotorized

Nonmotorized information

**ASSURANCE: The State shall use the funds awarded under 23 U.S.C. 405(h) only for the authorized uses identified in § 1300.27(d).**

## 14 Certifications, Assurances, and Highway Safety Plan PDFs

#### Documents Uploaded

CALIFORNIA - Highway Safety Plan - FY 2019 - Submitted 1.0.pdf

Pg. 151-162-Certifications and Assurances - Signed Final.pdf